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ADD ANOTHER DECK MID-BUILD? NO PROBLEM ON 66-METRE ADMIRAL *JAS*

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BOAT Artistry & Craft Awards winners revealed

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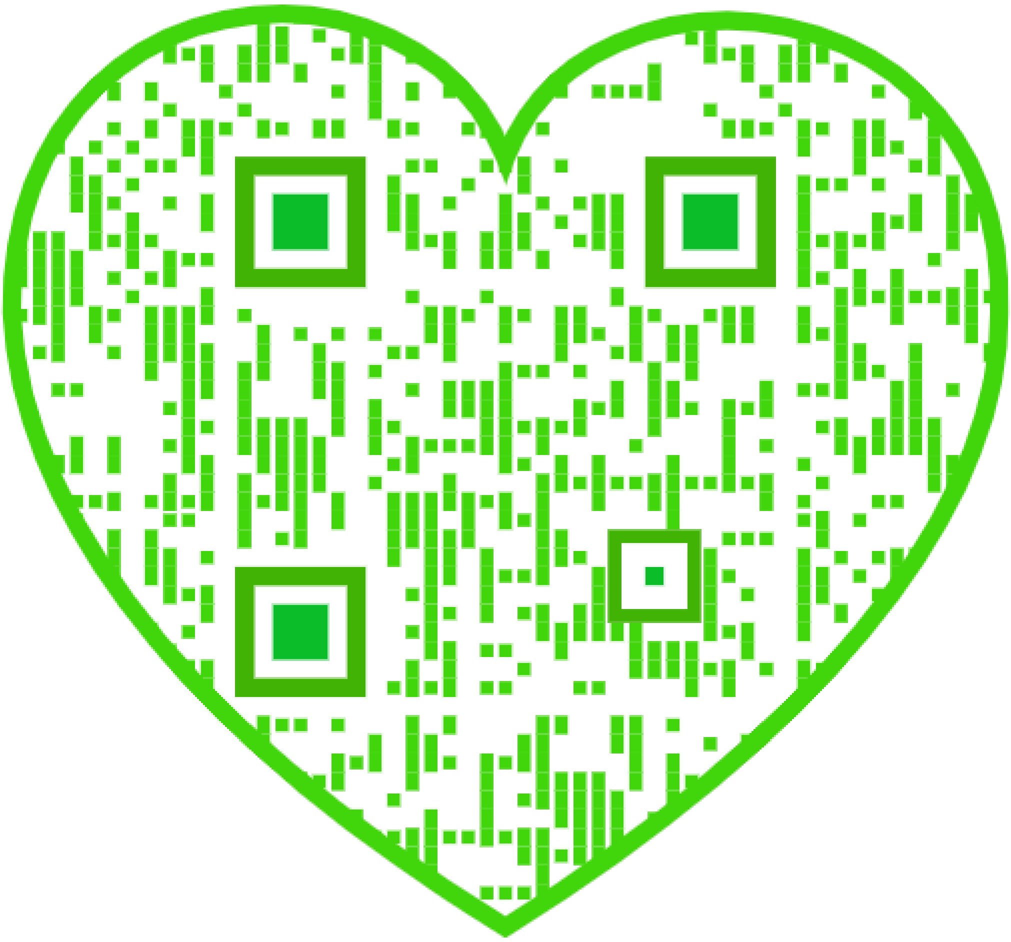

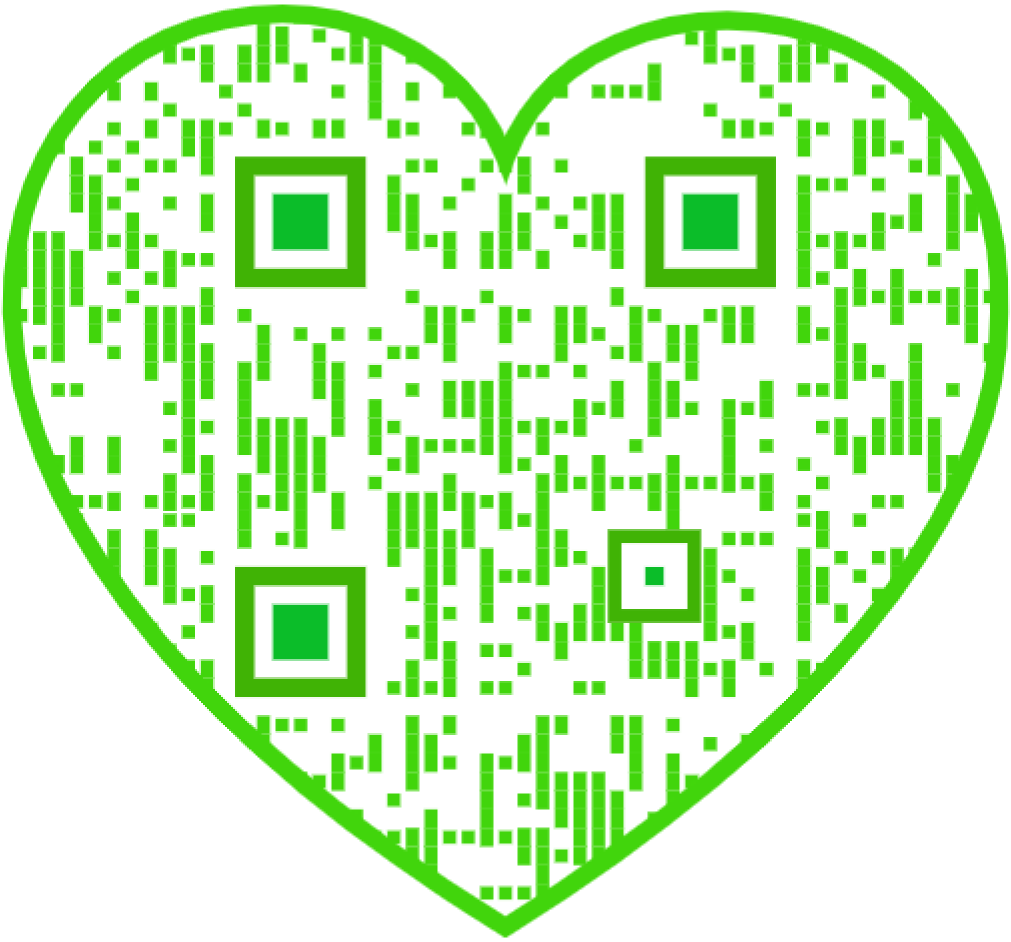

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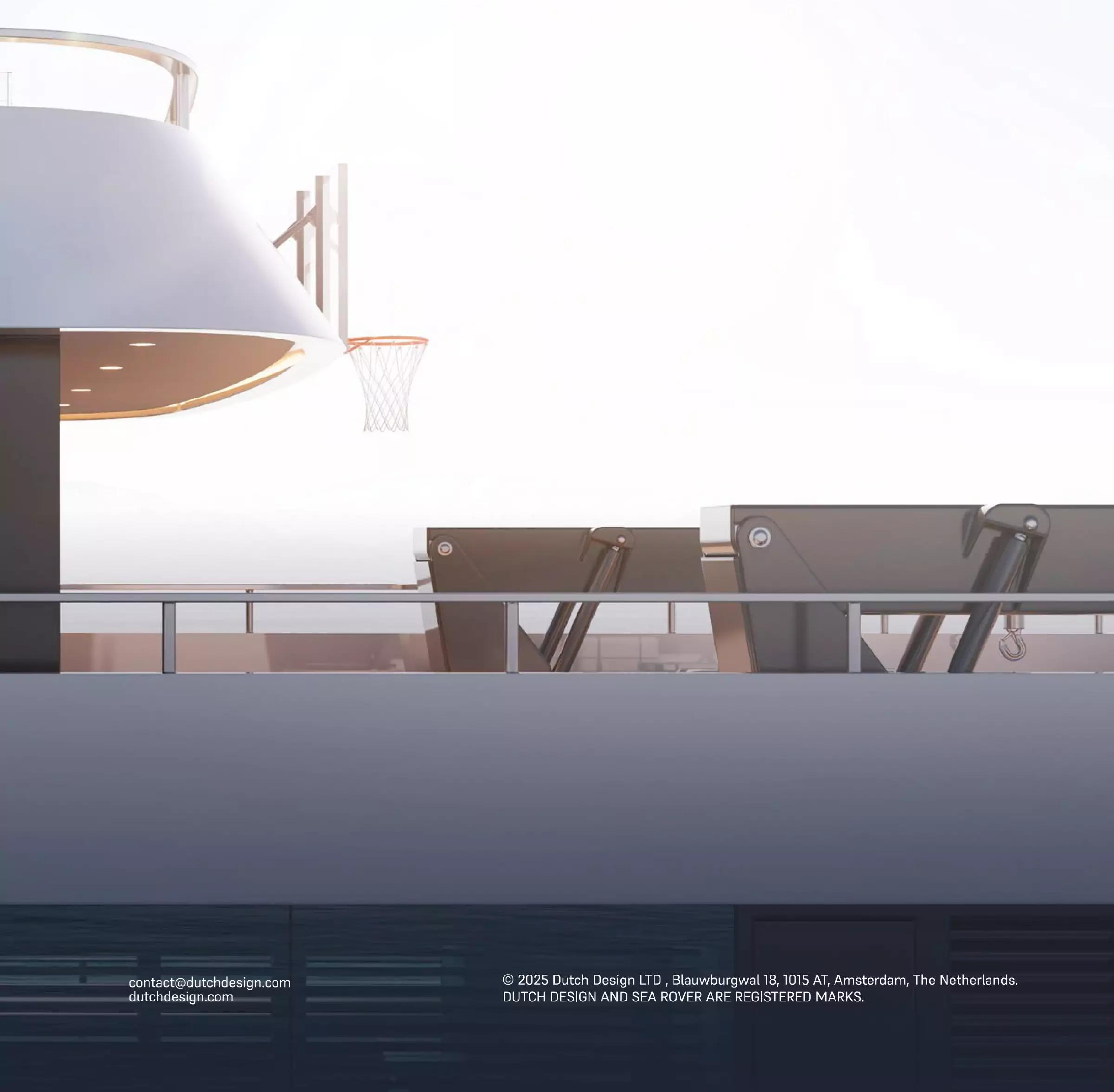

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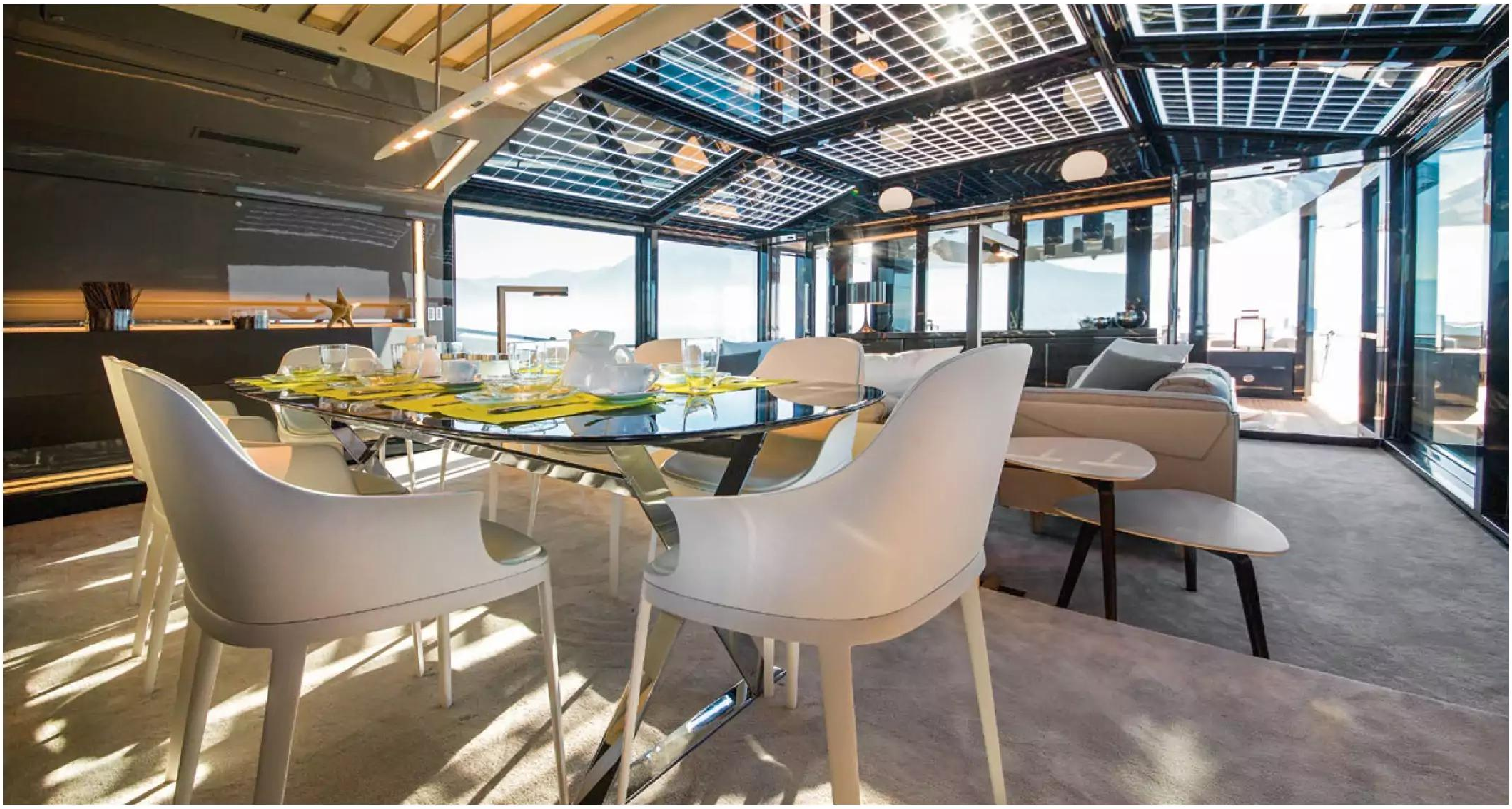

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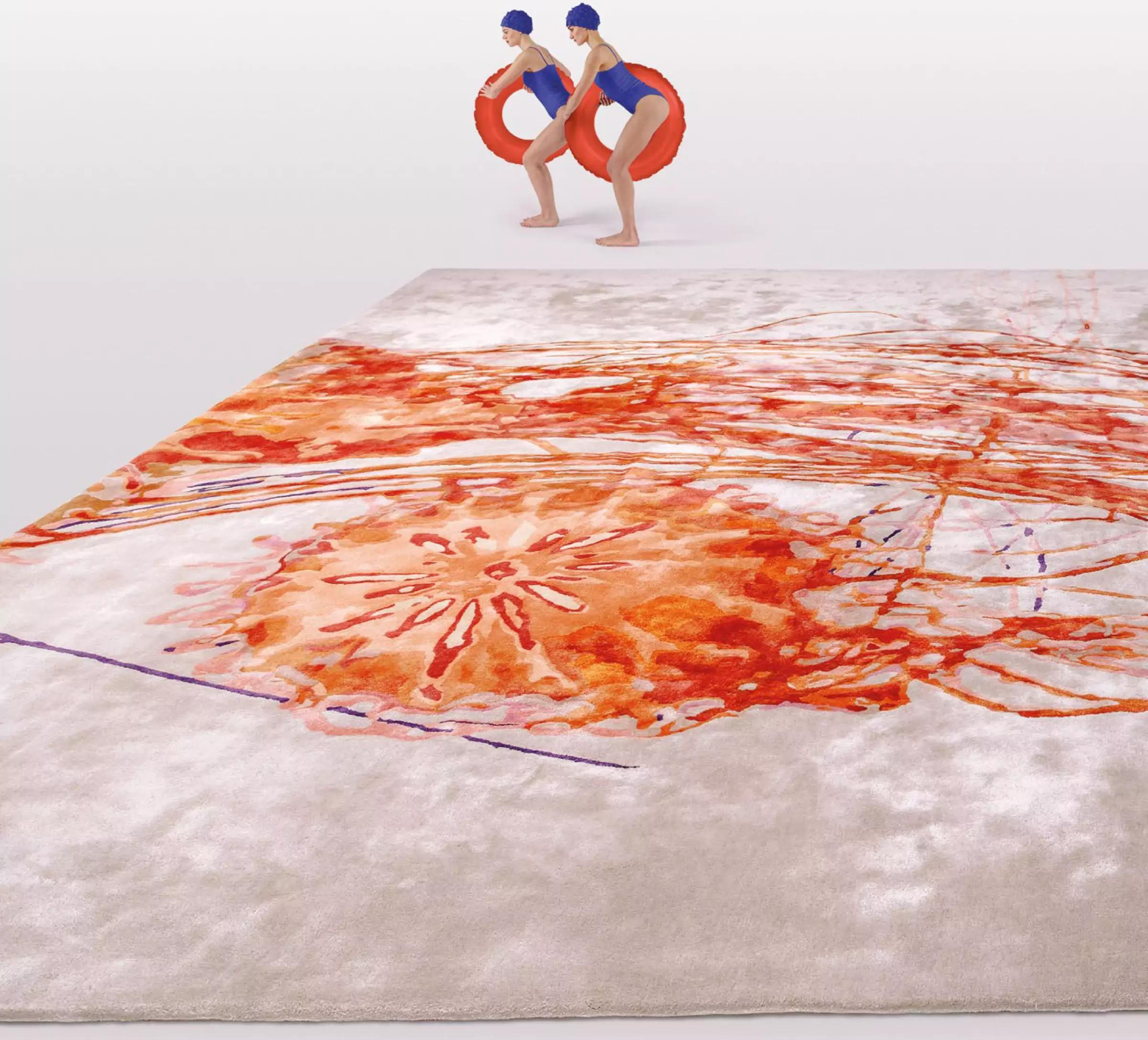

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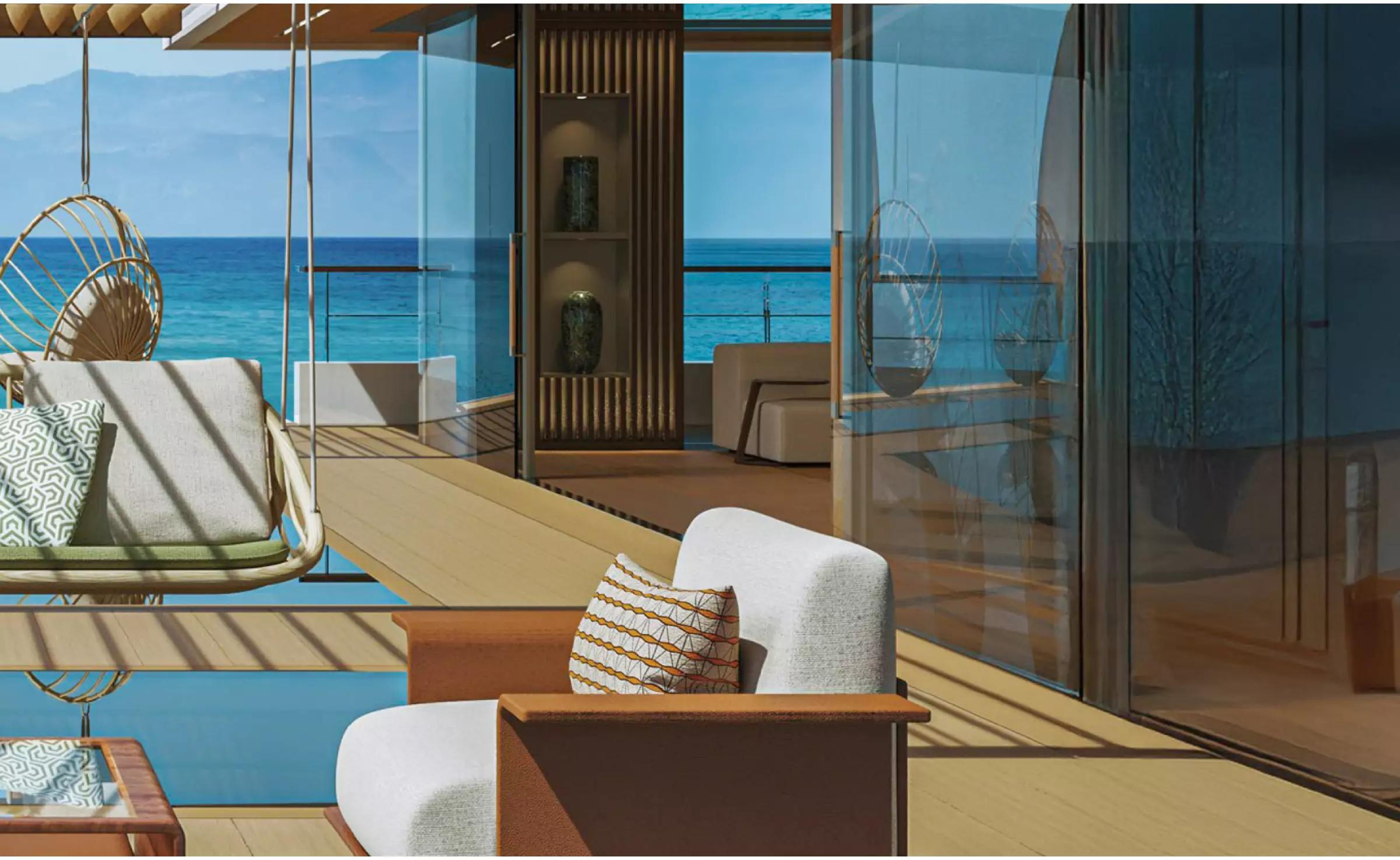

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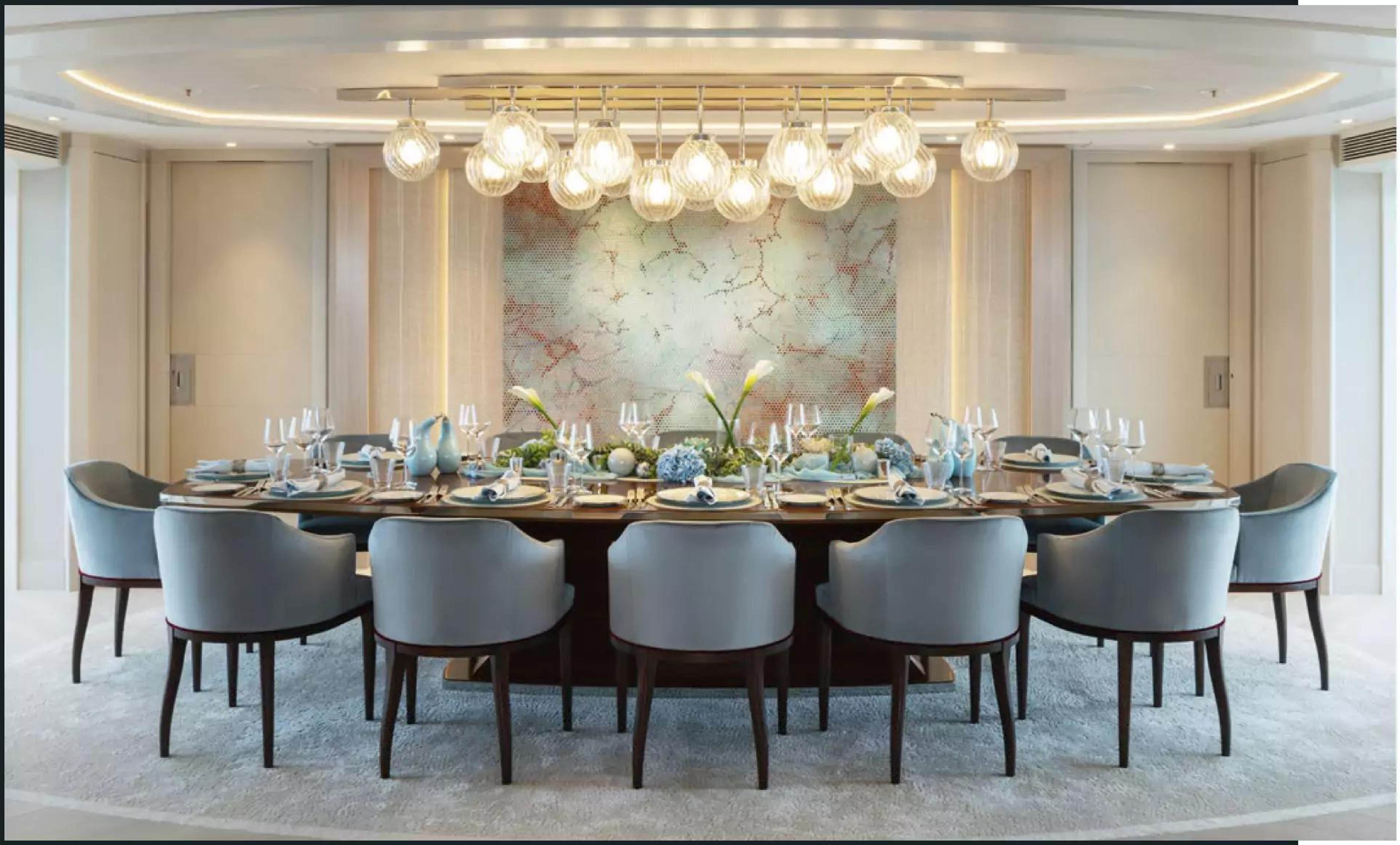

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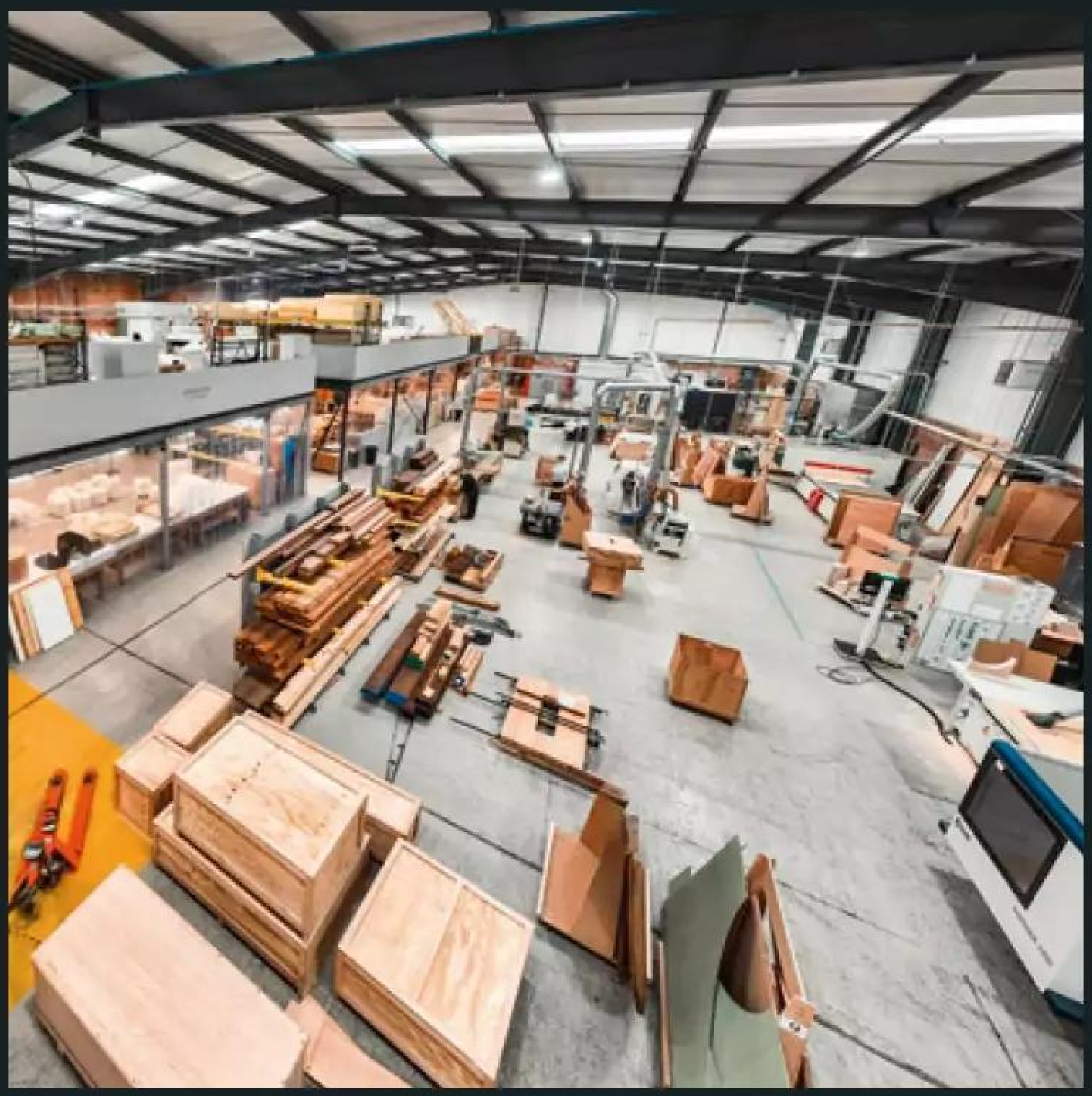

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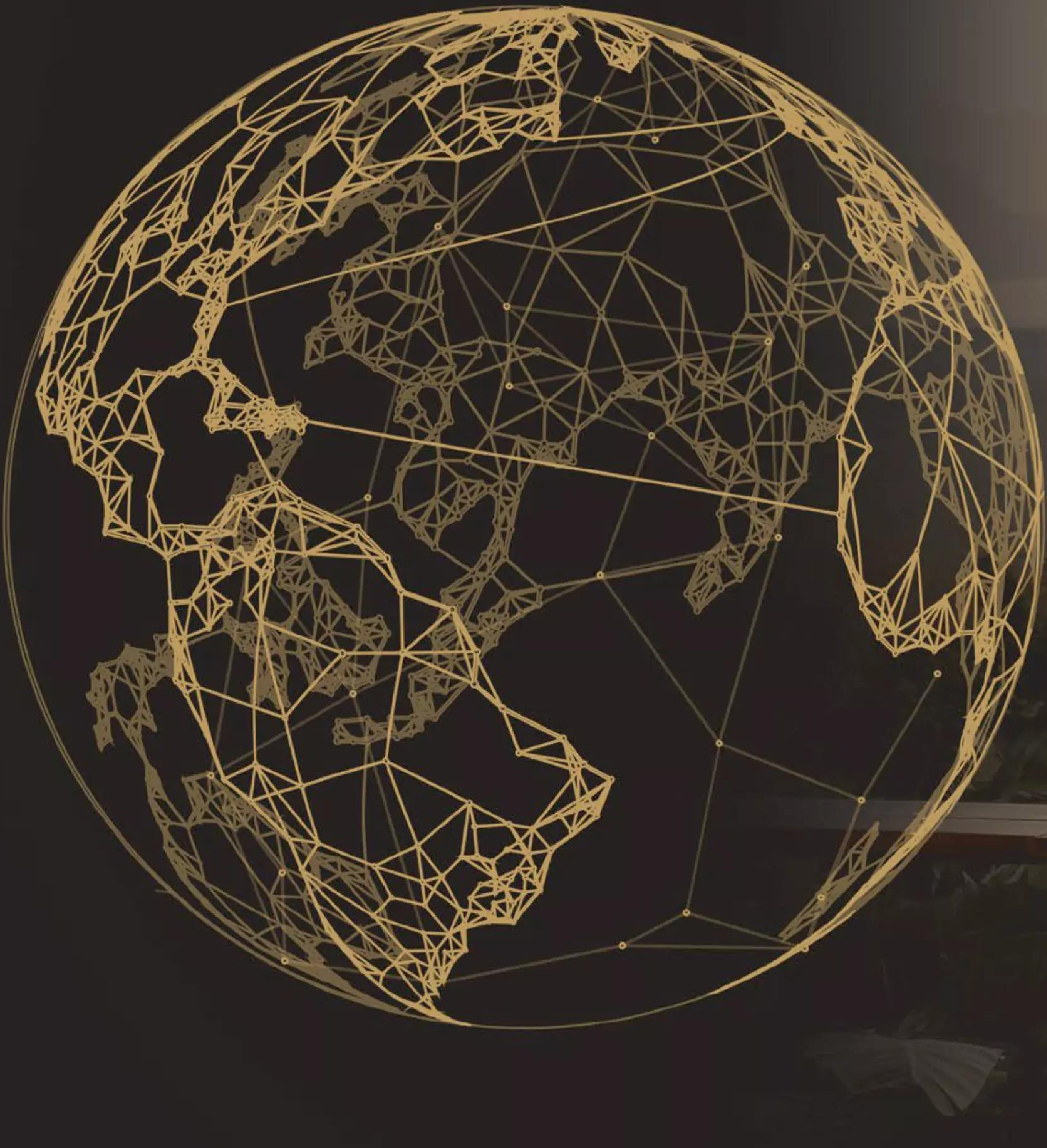

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ON THE COVER: Admiral's 66-metre *JAS*, photographed by Lorenzo Tampucci

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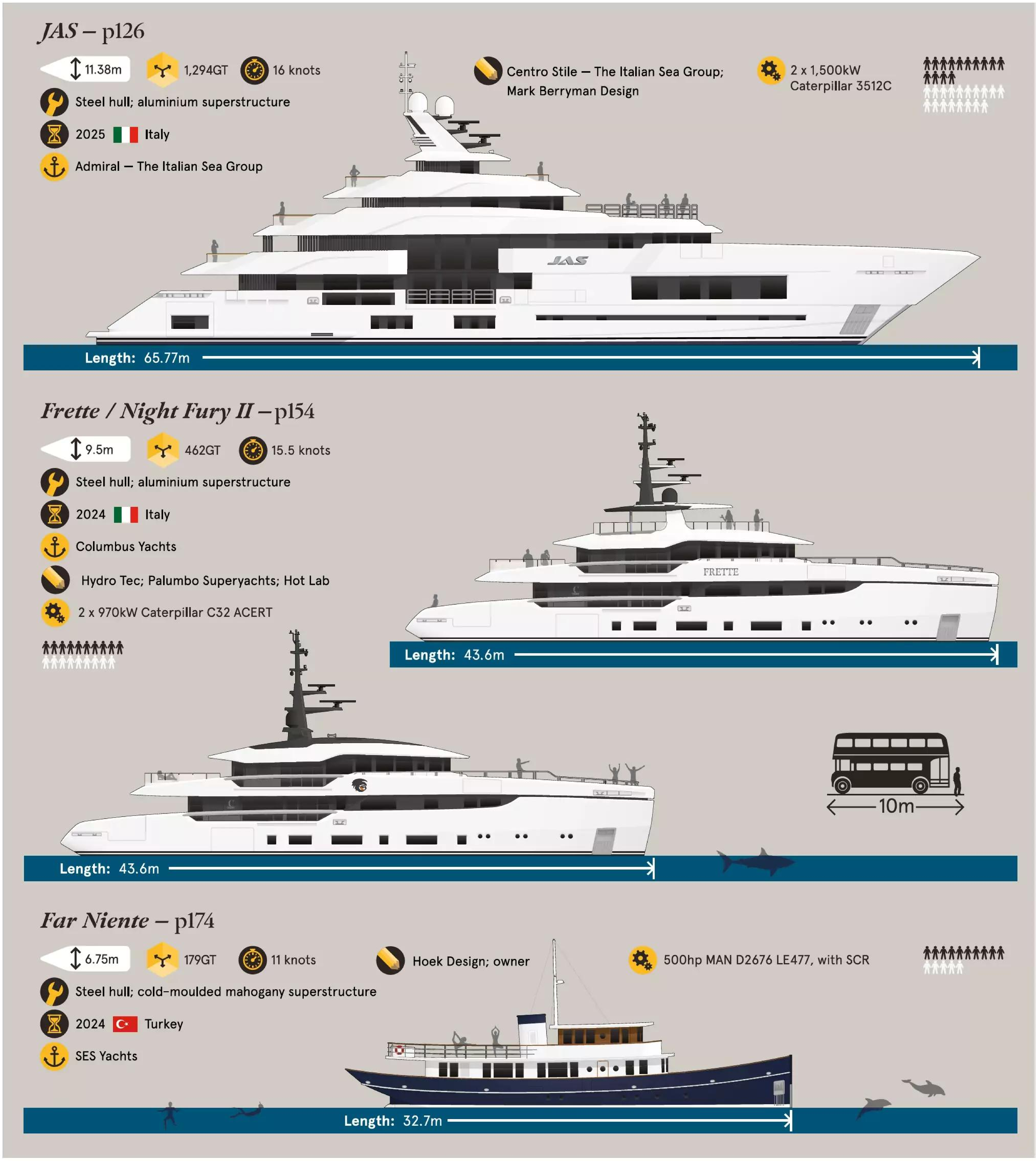

JAS – p126

11.38m
1,294GT
16 knots
Steel hull; aluminium superstructure
2025 Italy
Admiral – The Italian Sea Group
Centro Stile – The Italian Sea Group; Mark Berryman Design
2 x 1,500kW Caterpillar 3512C

Frette / Night Fury II – p154

9.5m
462GT
15.5 knots
Steel hull; aluminium superstructure
2024 Italy
Columbus Yachts
Hydro Tec; Palumbo Superyachts; Hot Lab
2 x 970kW Caterpillar C32 ACERT

Far Niente – p174

6.75m
179GT
11 knots
Hoek Design; owner
500hp MAN D2676 LE477, with SCR
Steel hull; cold-moulded mahogany superstructure
2024 Turkey
SES Yachts

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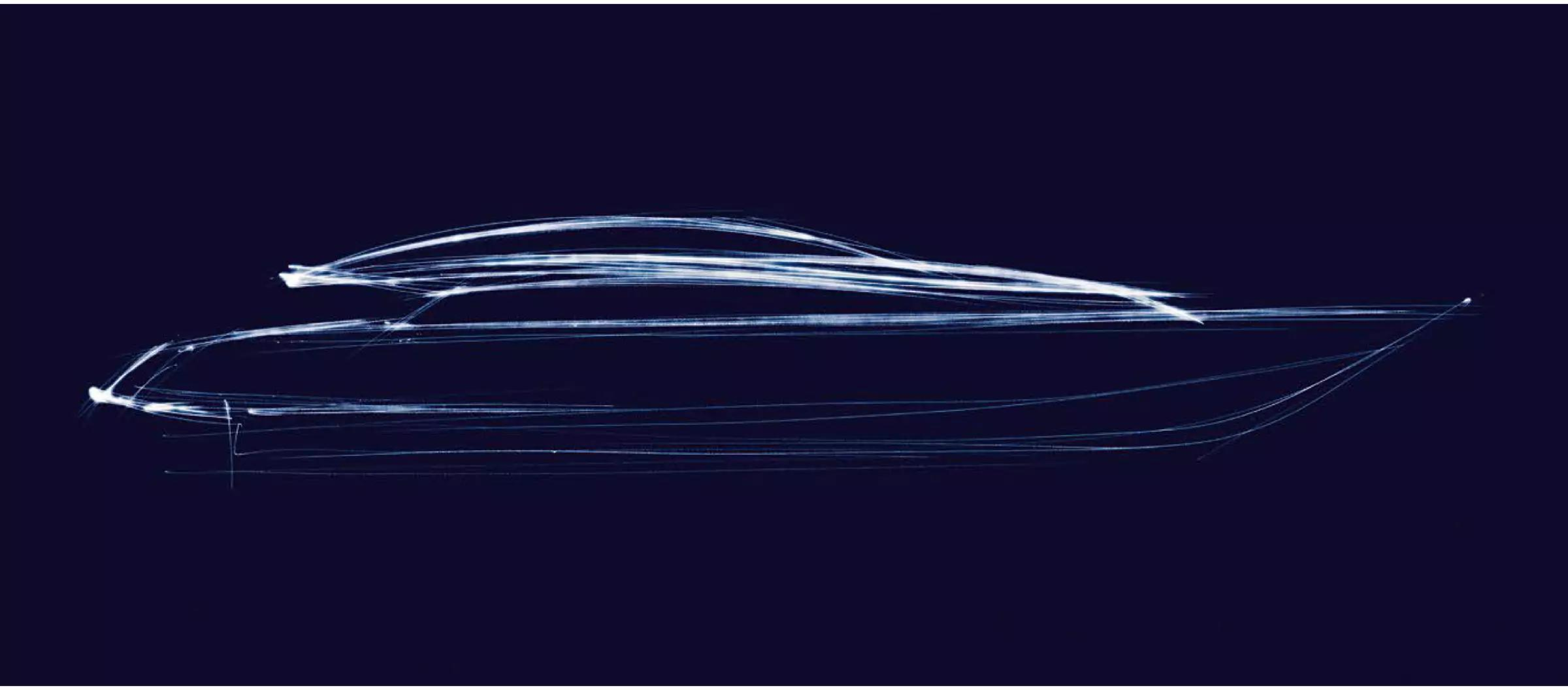

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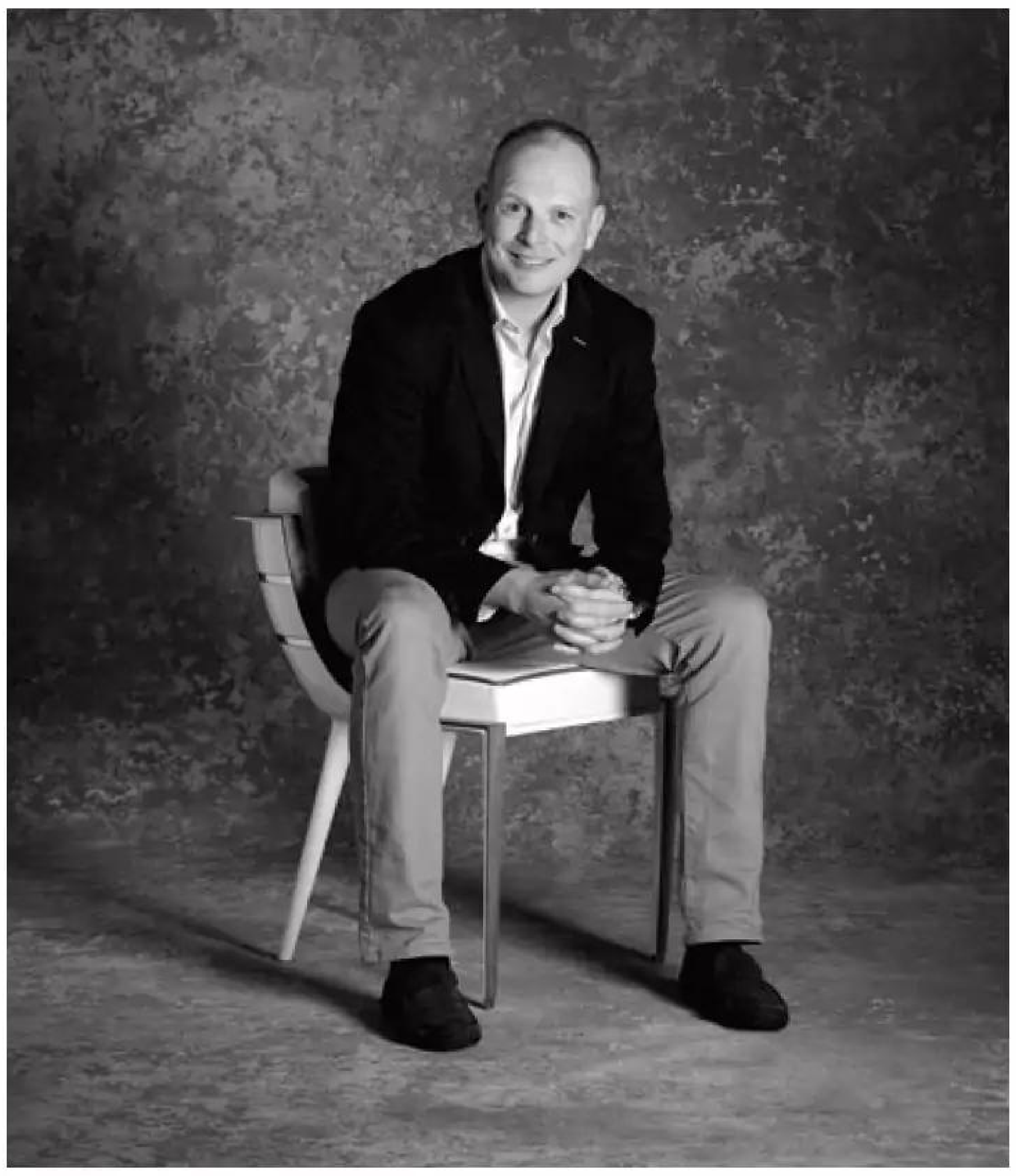

PHOTOGRAPHY: TIM BARKER. CARBON DINING CHAIR BY GOSLING MARINE, TGOSLING.COM

I remember screenshotting my first text exchange with Eddie Jordan back in 2014 and excitedly sending it to my parents. It was pretty prosaic stuff from my side, asking for a quick call to discuss a potential column idea in *BOAT*. His immediate response was very Eddie, repeated here verbatim: “Hi Stewart , sailing off Port Cros SoF , I screwed up with our planned call , I ’ll call tomz or Mon Ej”. He led a life of barely controlled chaos – but always made time for *BOAT*. As well as his column, he played with his band, the Robbers, at countless *BOAT International* parties, appeared in our video quizzes during the low Covid-19 years and never failed to make an introduction on our behalf. He knew *everyone*. If I needed to reach someone in F1, or music, or aboard some boat anchored off Monaco, he always made the link. “Tell them Eddie sent you,” he’d say. Over a decade we became friends; I met his family and he met mine – and he would always enquire after them. Even when he got sick, and through the fog of chemo, he’d pick up the phone and recount some amazing and often unrepeatable story about a scrape he’d gotten himself into and invariably out of.

He loved his “Lippy from the Liffey” column and constantly asked me to tell him if it was getting stale. That never happened because there was always another story. It made him seem eternal, which is why the news of his death hit me – and plenty of others – like a brick. It just doesn’t seem possible that Eddie is not out there, fizzing and sparking and causing mischief. We spoke every month but the last time I saw Eddie was during the Monaco Yacht Show. He was in Princess Grace hospital for another round of treatment and as I sat by his hospital bed, with everything he was going through, all he wanted to know was how the show was going and whether everything was OK at *BOAT*. He had a huge heart. To his amazing wife, Marie, and four children, Zoe, Miki, Zak and Kyle, we offer our deepest condolences. Fair winds, EJ.

Stewart Campbell.

Joanna Taylor

Winner of the Fortnum & Mason 2023 Restaurant Writer of the Year award, Joanna is a freelance food, drink and lifestyle journalist – "I'm a professional glutton," as she puts it. For this issue she brings us the sweet pairing of Glenfiddich and Aston Martin (*page 75*).

How does one become a food and drinks writer? Do you love to eat?
Rather embarrassingly I grew up with a stomach nicknamed "the bottomless pit", so for me it was a self-fulfilling prophecy

What is the most unusual thing you've consumed in the name of journalism?
I've suffered through a dish of sea cucumber prepared three ways. Yes, it was as disgusting as it sounds. Oh, and mescal infused with the essence of raw rabbit, which was surprisingly delicious

Where are you right now, and, if you could be anywhere in the world, where would you be?
I'm sat outside a café in Mexico City's leafy Condesa, and I'd stay here for an eternity under the dappled, early-morning sunlight if I could. Although I wouldn't say no to supper in San Sebastián

What is one thing most people would not know about you?
I'm a qualified snorkelling instructor, but I wouldn't trust myself to navigate a puddle

Roddy Clarke

Roddy is a presenter and design writer, contributing to titles such as *The Financial Times* and *Forbes*. He's also an interior stylist and consultant, helping brands navigate to a greener future. For this issue's Design Report, he speaks with Parkway England CEO Jay Rushton (*page 109*).

What impressed you during your interview with Jay Rushton?
His commitment to evolving through apprenticeships and training. There is an opportunity to harness traditional skill sets through an intergenerational exchange, not only allowing these beautiful crafts to live on but also fostering connection and community through a shared passion for them

What trend in responsible interior design has you most excited?
Interior spaces have to become more modular to respond to the need for circularity. While helping to minimise waste, as components can be replaced or repaired independently, modularity within homes also allows spaces to continually evolve

Can you share any styling tips?
Ignore what might be deemed fashionable or trendy and opt for items that remain personal to you – you'll feel happier within your space and it will remain timeless

Holly Margerrison

With a journalism background in writing, editing and podcasting, Holly is *BOAT International*'s online editor, overseeing all things digital. For this issue, she interviews the winners of this year's prestigious BOAT Artistry & Craft Awards (*page 145*).

Which BACA interview left the most lasting impression on you?
Poppy Pawsey left me in awe of human resilience. From the Royal Marines to two-time Invictus Games bronze medallist and now a skilled marquetry artisan, her ability to reinvent herself after setbacks is truly inspiring

What surprised you the most in meeting the winners of this year's BACAs?
The sheer scale of these projects. When winners rattled off the departments, people and the sheer number of hours involved, my jaw was on the floor. The level of precision and collaboration is just mind-blowing

What do you do to unwind?
I'm a copy-paste of every twenty-something in London: Pilates, reading and running. I managed to run the 2024 London Marathon in under four hours, and while my colleagues and friends are no doubt sick of hearing about it, I plan to dine out on that for at least a decade

Iris Brosch

Artist and photographer Iris explores themes of empowerment, beauty and "the divine feminine". With a career spanning decades, she creates visual narratives that challenge societal norms, and her work has been featured in *Vogue*, *Elle* and *The New York Times*. For this issue, she photographs the BACA Excellence in Craftsmanship winner (*page 146*).

What did you enjoy most about this shoot?
I enjoyed meeting Céline Sorigue. Connecting with creative souls who bring depth and passion to their work is always inspiring

What is the best praise – and the worst criticism – you've received for your work?
The best praise comes from women who feel seen and empowered through my work, especially when they reconnect with their beauty, strength or identity. The harshest criticism often comes from those who misunderstand the feminist core of my work. Some see my imagery as too sensual or provocative. Beauty and sensuality can coexist with empowerment – one doesn't negate the other

Which is your favourite view in the world?
I'm lucky to have a beautiful atelier in Paris with a view of the Square du Temple, a lovely French garden

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Eye Opener

The life and good times of Eddie Jordan

Eddie Jordan discovered Ayrton Senna, gave Michael Schumacher his debut and built a Formula 1 career with as many breakneck turns, dramatic fails and unlikely wins as a Grand Prix. Particularly at the beginning, many of his most impressive achievements were made with little more than tenacity, a good eye and an abundance of personal charm. And unsurprisingly for anyone who knew him, his "retirement" was as fruitful as his working life had been.

With more time on his hands, Eddie's yachting passion had space to grow – and as a happy side-effect, he became a much-loved columnist for *BOAT International* for more than a decade. A long way from the Lasers he raced as a youth in the aptly named Frostbite Series in Dublin Bay, Jordan latterly owned the 27-metre Oyster *Lush* (he served on the board of directors for Oyster Yachts from 2018 to 2021, later becoming a brand ambassador).

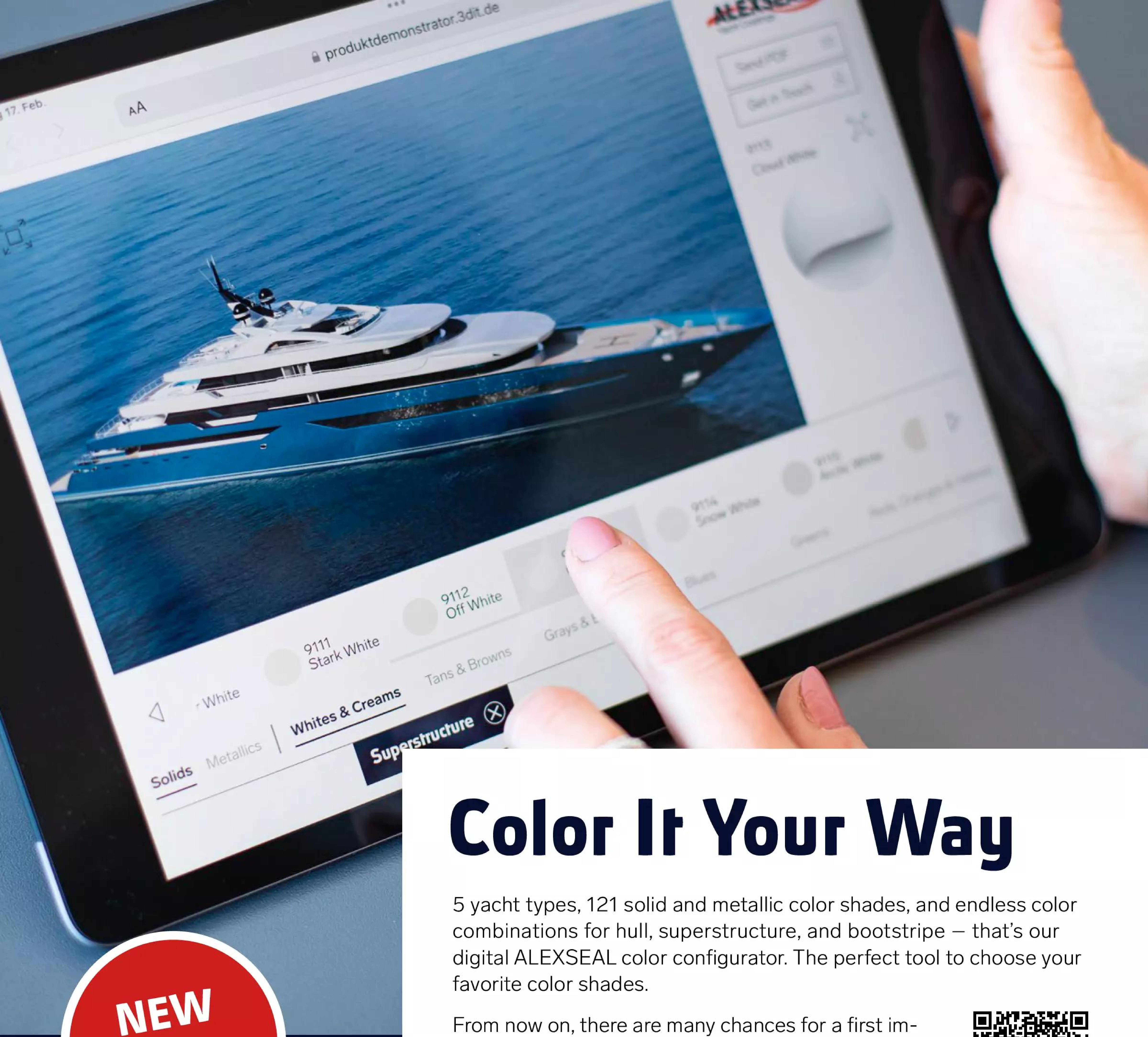
Although he also kept the Sunseeker 155 *Blush*, it was sailing that had his heart. As he put it, "I like being hands-on, and being hands-on where a big motor yacht is concerned is not always easy, since you're surrounded by professional people looking after you. Occasionally I want to do a bit of work, you know? Get the spinnaker down, or take a watch." To this end, he sold both boats and in 2018 bought a new *Blush* (ex-*Helios*), a 45-metre Perini, which he ran with typical bonhomie. "We like to let the crew swim and enjoy the boat and feel part of the party," he said.

And where Eddie was, the party followed. His columns for this magazine were peppered with glamorous (and often scandalous) digressions old and new. The F1 bosses used to race their jets back from the Med circuits to their Oxfordshire homes. "[Flavio] Briatore used to change his jets every week!" – although less congenial was the time he hitched a lift on Bernie Ecclestone's plane from Japan to London via Siberia, consuming only nuts: "There was no food on board because Bernie refused to pay for it to be cleaned." Between crudités and rosé at Le Club 55 and checking out *Octopus*'s onboard recording studio with Bono, he was racing in the Perini Navi Cup, presenting *Top Gear* or having his hearing checked with Roger Taylor from Queen. "None of the older F1 guys can hear well – they all refused to use earplugs in the early days. Musicians are the same." His own band, Eddie and the Robbers (he was on drums), played a panoply of high-profile events around the world – including the annual *BOAT International* party at the Monaco Yacht Show.

But through it all, his generosity of spirit was evident. He was a long-time supporter of the charity Young Lives vs Cancer and encouraged other owners to act for good – for example, by moving his yacht's planned winter work to Antigua to contribute to the local economy after the devastation of Hurricane Irma (at a time when many were giving the Caribbean a wide berth).

Eddie was the life and soul of the party, but he'd probably stay to help you clear up afterwards. He will be deeply missed by the yachting community. ◘

Words **Caroline White**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Looming large

Eight years after construction began, REV Ocean is tantalisingly close to completion, says *Dea Jusufi*

It's not often you get to write about the world's largest superyacht. After all, the current frontrunner, the 180.6-metre *Azzam*, was delivered over 12 years ago. And REV Ocean is a lot larger, both in length (194.9 metres) and volume (19,045GT). The expedition vessel-cum yacht, designed by Espen Øino and H2 Yacht Design, will be dedicated to marine conservation, with advanced oceanographic equipment, science labs and a submarine hangar on board. Determined to make an impact, the REV Ocean team is already in contact with documentary makers from the likes of Netflix and Disney.

When REV Ocean isn't surveying seabeds and tracking ocean life, she will be chartering via Burgess. Guests will be able to take part in science projects as well as enjoy the superyacht's finer features, including a tennis court, swimming pool and spa. The grand reveal can't come soon enough – but the industry will have to wait a while, with delivery expected in Q4 of 2026. Read more about REV Ocean in the June issue of *BOAT International*. *revocean.org*

PHOTOGRAPHY: GUILLAUME PLISSON

Edited by Caroline White

MAY

NEWS

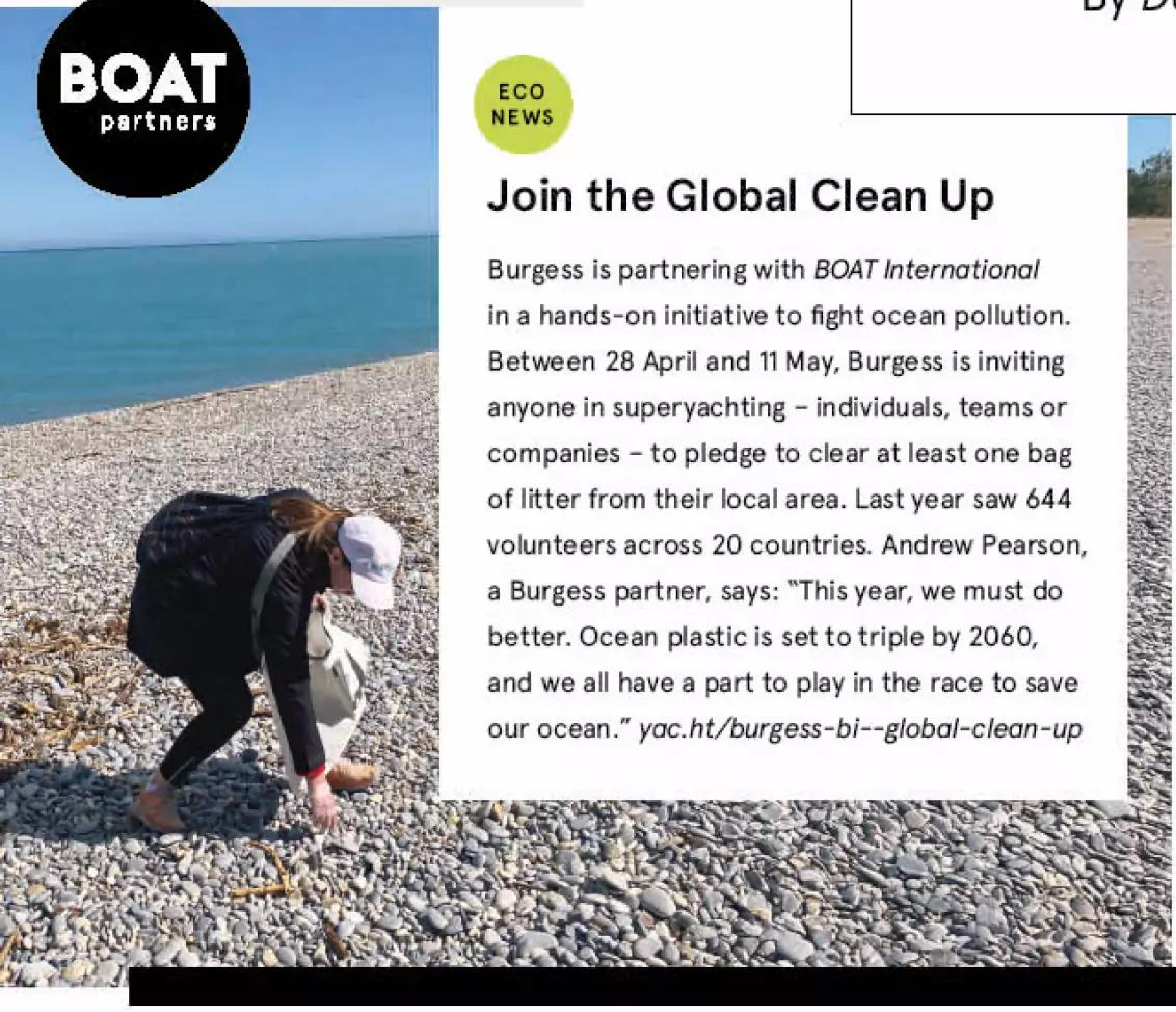
The latest superyacht concepts, hot launches, yard insights, books, events and much more.

By *Dea Jusufi*

The steel and aluminium Project 714 is about 2,500GT

Into the light

Feadship has ushered a 79.9-metre build into the water at its site in Aalsmeer, the Netherlands. Little was previously known about Project 714, though the Dutch yard has now treated us to several insights. British studio RWD has been confirmed as exterior designer, while her two-colour scheme recalls the 75.8-metre *One* and the fuel-cell-powered Project 821. Project 714 is also said to have the same diesel-electric power system as the 84.2-metre *Obsidian*, which in turn has 4.5 times more electrical storage capacity than Feadship's first hybrid yacht, *Savannah*. Delivery is scheduled for July 2025. *feadship.nl*



BOAT partners

ECO NEWS

Join the Global Clean Up

Burgess is partnering with *BOAT International* in a hands-on initiative to fight ocean pollution. Between 28 April and 11 May, Burgess is inviting anyone in superyachting – individuals, teams or companies – to pledge to clear at least one bag of litter from their local area. Last year saw 644 volunteers across 20 countries. Andrew Pearson, a Burgess partner, says: "This year, we must do better. Ocean plastic is set to triple by 2060, and we all have a part to play in the race to save our ocean." *yac.ht/burgess-bi--global-clean-up*

Project Obsidian Blade shows naval influences

Crypto for a custom build

Denison Yachting has announced the sale of a 41-metre custom project to be built at Aegean Yacht's facilities in Bodrum, Turkey. The new build, known as Project Obsidian Blade, was purchased using cryptocurrency and is based on the in-build 35.3-metre Project Tempest. According to the yard, delivery will be in time for the 2027 Med season. *denisonyachtsales.com*

>> Balk Shipyard has been acquired by a Dutch entrepreneur who now controls 100 per cent of the company's shares. The new owner intends to be actively involved in the yard's daily operations, sporting a "hands-on approach". *balkshipyard.com*

BRONZE BEAUTY

Admiral, a brand of The Italian Sea Group, has launched the 55-metre *Raja^2* from its yard in Marina di Carrara, Italy. Metallic bronze paint and an oversized helipad make the superyacht a striking sight on the water, not unlike fellow S-Force 55 model *Geco* (delivered in 2020 in a jazzy shade of blue). The eclectic energy continues indoors with a plum chaise longue and large, cascading chandelier serving as the main saloon's statement pieces. Once delivered, *Raja^2* will charter with IYC. *admiral-yachts.com*

Aced it

A secretive 78-metre Lürssen build has been spotted outside the shed for the first time. Known only as Ace 21, initial imagery reveals five decks, clean lines and a plumb bow. Further details are expected following her delivery this year. *lurssen.com*

Built on spec, the 1,160GT vessel blends explorer and luxury features

Adventure ready

The first 60-metre Damen Yachting Xplorer 60 has splashed at the Dutch shipyard's facilities in Antalya, Turkey. The yacht is now entering final outfitting and sea trials, with delivery expected in June (at time of press). Built on spec and currently for sale, she features an exterior by Azure Yacht Design and interiors by H2 Yacht Design. Highlights include the observation lounge with direct access to the exterior foredeck and crow's nest for lofty views. *damenyachting.com*

€1.7BN

Value of the Ferretti Group's order backlog at the end of 2024

Spotlight: new to the market

Listings by *Holly Margerrison*

ALFA G

$49,000,000

The 60-metre Oceanco motor yacht (ex-*Sea Pearl*) has been exclusively listed for sale with **Superyacht Partners** following a €20,000,000 "transformative" exterior and interior refit.

ETERNITY

€35,000,000

The first 65-metre motor yacht built by Codecasa and arguably the flagship of the Italian yard's fleet, *Eternity* has been listed for sale with **Moravia Yachting.**

PROVOCATEUR

€29,500,000

A major two-year refit dramatically changed the 50-metre Mondomarine's look inside and out. She joins the brokerage market with **Aqua Marine** and **United Yacht Sales.**

SILVER LINING

$31,950,000

Boasting the largest volume of any Christensen yacht with interiors that measure more than 637 square metres, the 50-metre *Silver Lining* has joined the market with **Worth Avenue Yachts.**

LAZZARA UHV 100

€14,500,000

The first Lazzara UHV 100, at 30.5 metres, is currently in build with a distinctive exterior that gives the illusion of an extra deck. It is for sale with **Fraser** and **Northrop & Johnson.**

PHOTOGRAPHY: FEADSHIP; DR DUU; THE ITALIAN SEA GROUP; MARCUS MEYER; BURGESS; DAMEN YACHTING

>>

Perini pairing

Italian yard Perini Navi celebrated the launch of two 58-metre motor yachts, named *Fantasy* and *Amante*, within days of one another. A builder better known for its sailing yachts, Perini Navi paired the launches with the exciting news that it would be rolling out a new motor yacht line, with full details to be revealed at this year's Monaco Yacht Show. *perininavi.it*

BOAT PRO SOURCED

6 Perini Navi motor yachts on the water

VS

62 sailing yachts

Blackstone buyout

Blackstone Infrastructure has agreed to acquire Safe Harbor Marinas for more than $5 billion, adding the marine network to its $55 billion-strong portfolio. With a network of 130 marinas across the US and Puerto Rico, Safe Harbor represents one of the largest marina and superyacht servicing businesses in the region. Post-acquisition plans include further investment into the existing marinas and strategies to "expand their footprint".

$5.65BN

Price of the Safe Harbor Marinas acquisition deal

EVENT

Barcelona Golf Invitational

The second edition of the Barcelona Golf Invitational, presented by BOAT and Voly Group, will take place from 14 to 15 May 2025. The event will bring together yacht owners, captains and the wider industry for a friendly golf tournament at one of Spain's premier golf resorts. *boatint.com/luxuryevents*

Relaxed Luxury

BOOK

CHAD DORSEY
RELAXED LUXURY
ASSOULINE

Luxury has been minimalist, sustainable and even quiet. But can it be relaxed? Architect Chad Dorsey thinks so. In this coffee-table book, the Texan designer dives into what it means to "live laidback" through some of his most notable projects. Photographic tours are combined with advice, mood boards and insights. *£100, assouline.com*

PHOTOGRAPHY: THE ITALIAN SEA GROUP; ADOBE STOCK

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IN BRIEF

Golden Quay explained

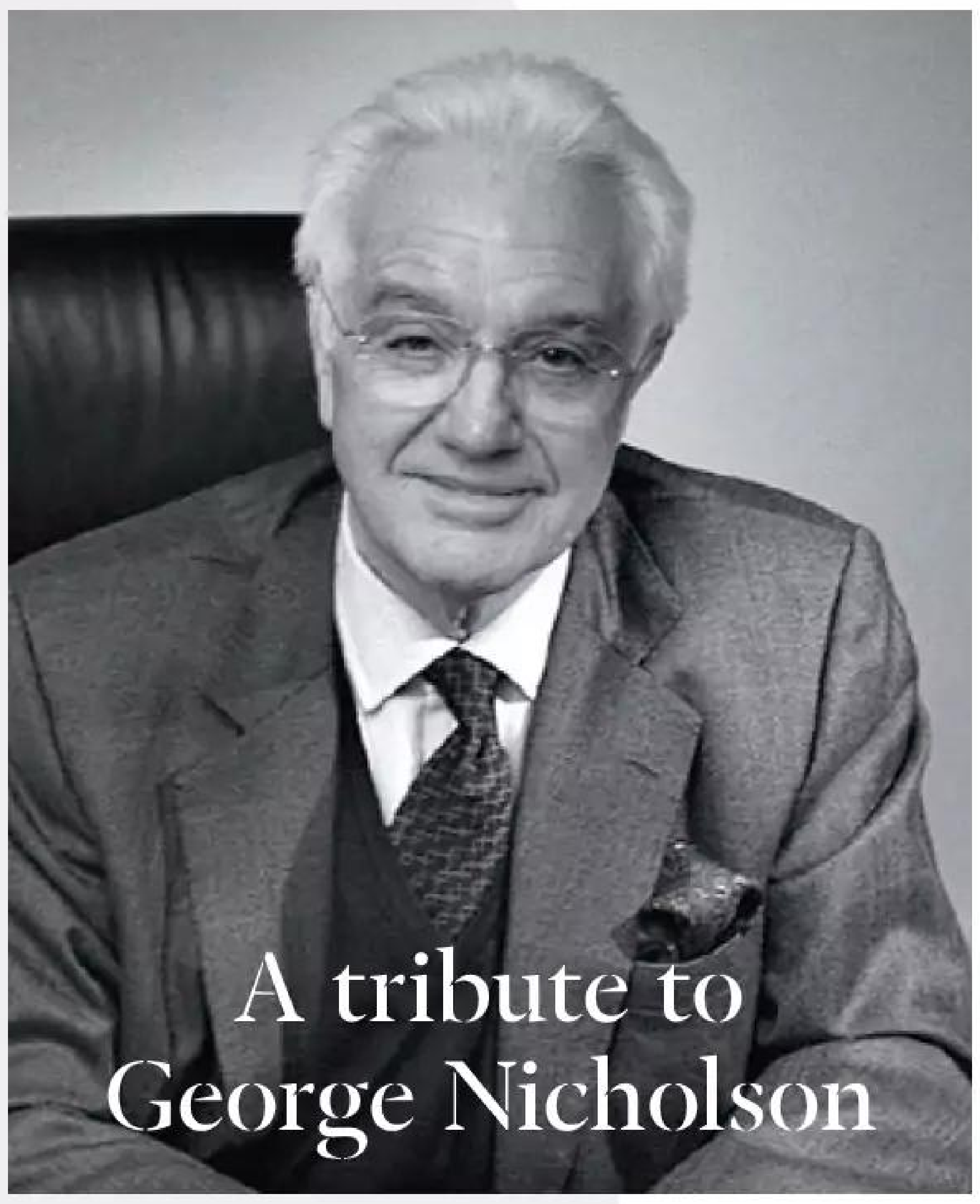
What is the Golden Quay to Abu Dhabi?
A new initiative that would grant certain "VIP nominees" a 10-year residency visa.

Who is eligible for the visa?
Private yacht owners with vessels measuring 40 metres and above, as well as key executives in the yachting industry. This could include CEOs, major shareholders of yacht-building companies, central yacht agents, yacht service providers and yacht insurance providers.

How does nomination work?
Prospective nominees will have to apply for a nomination through Yas Marina. Once approved, the applicant will then proceed with Golden Visa issuance through the Federal Authority for Identity, Citizenship, Customs & Port Security's smart services or through an accredited service centre. *goldenquay.ae*

Testing its mettle

Italian brand ISA Yachts has sold its first Unica Steel 45M model to an American client. What's most likely to pique excitement is the stern configuration, spread over three cascading levels that comprise a sunbathing area, swimming pool and infinity cockpit, with sweeping ocean views provided through a glass balustrade. Design is from Enrico Gobbi – Team for Design in collaboration with ISA's parent, Palumbo Superyachts. *isayachts.com*



A tribute to George Nicholson

The industry was saddened to hear of the passing of George Nicholson, a revered figure in the world of yachting and the founder of Camper & Nicholsons brokerage firm. Over a career that spanned more than six decades, Nicholson earned a reputation as one of the most influential brokers in the industry, playing a pivotal role in shaping the superyacht market as it is known today.

In the late 1950s, he was sent to Cannes by his father – yacht designer Charles A Nicholson – to persuade larger yachts to return to Camper & Nicholsons' yard in Southampton, UK, for winter and spring refits. Instead, he fell under the spell of Southern France, encouraging his father to join the competition across the Channel. This led to the formation of Camper & Nicholsons International at the end of 1961, and the exponential growth of the brokerage.

As Paolo Casani, Camper & Nicholsons CEO, said: "George was not only a visionary but a mentor, a gentleman and an inspiration to all who had the privilege of working with him."

Spotlight: seriously for sale

PELORUS
€160,000,000
This 115-metre Lürssen's re-entry to the market comes with a major €25,000,000 reduction to her asking price with **Burgess**, **Merle Wood** and **SuperYachtsMonaco**.

HERE COMES THE SUN
€185,000,000
Seven months after she joined the market, the 89-metre Amels received a €14,000,000 price drop with **Burgess**. She boasts 1,000 square metres of exterior space and two helipads.

ALAMSHAR
€30,250,000
Built for the late Aga Khan IV, the 49.9-metre Devonport has received a substantial €9,250,000 price drop with **Yachting Partners International (YPI)**.

STELLA M
€71,500,000
The first 60-metre Amels 200 Limited Edition series has had only a single season of private use. Her price has dropped by €6,000,000 with **Burgess**.

ATOMIC
$49,900,000
Built for an avid diver, one of the highlights on board the 63.7-metre is the professional dive centre. She has had an $8,100,000 price reduction with **IYC**.

PHOTOGRAPHY: GETTY IMAGES ON UNSPLASH; CAMPER & NICHOLSONS INTERNATIONAL

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CHANGE MAKERS

We take an early look at some new designs that push the boundaries

As seen in the beach club, Zuretti's organic interior design softens the boundaries between inside and out

Project Life

Designed to fit the way owners live on board modern superyachts, Benetti's 85-metre Project Life is the yard's largest-ever engineering-platform-based yacht. It was first teased at the 2023 Monaco Yacht Show, but now details of the Espen Øino/François Zuretti collaboration have been revealed.

"We are spending almost all of our waking time [outside] on deck," says Øino. "As boats get bigger, it becomes harder because you're getting further from the water." To this end, Project Life features a 270-square-metre beach area, with fold-out bulwarks and a broad swim platform that connects guests directly to the sea. The beach club itself is illuminated from above by sunlight streaming through a glass-bottomed pool on the main deck. Other al fresco delights include an open-air dining space with a live cooking set-up on the bridge deck aft and a sprawling foredeck with helipad, spa pool and lounges.

The sub-500GT Atlas has fold-down terraces aft and a multi-level foredeck with spa pool

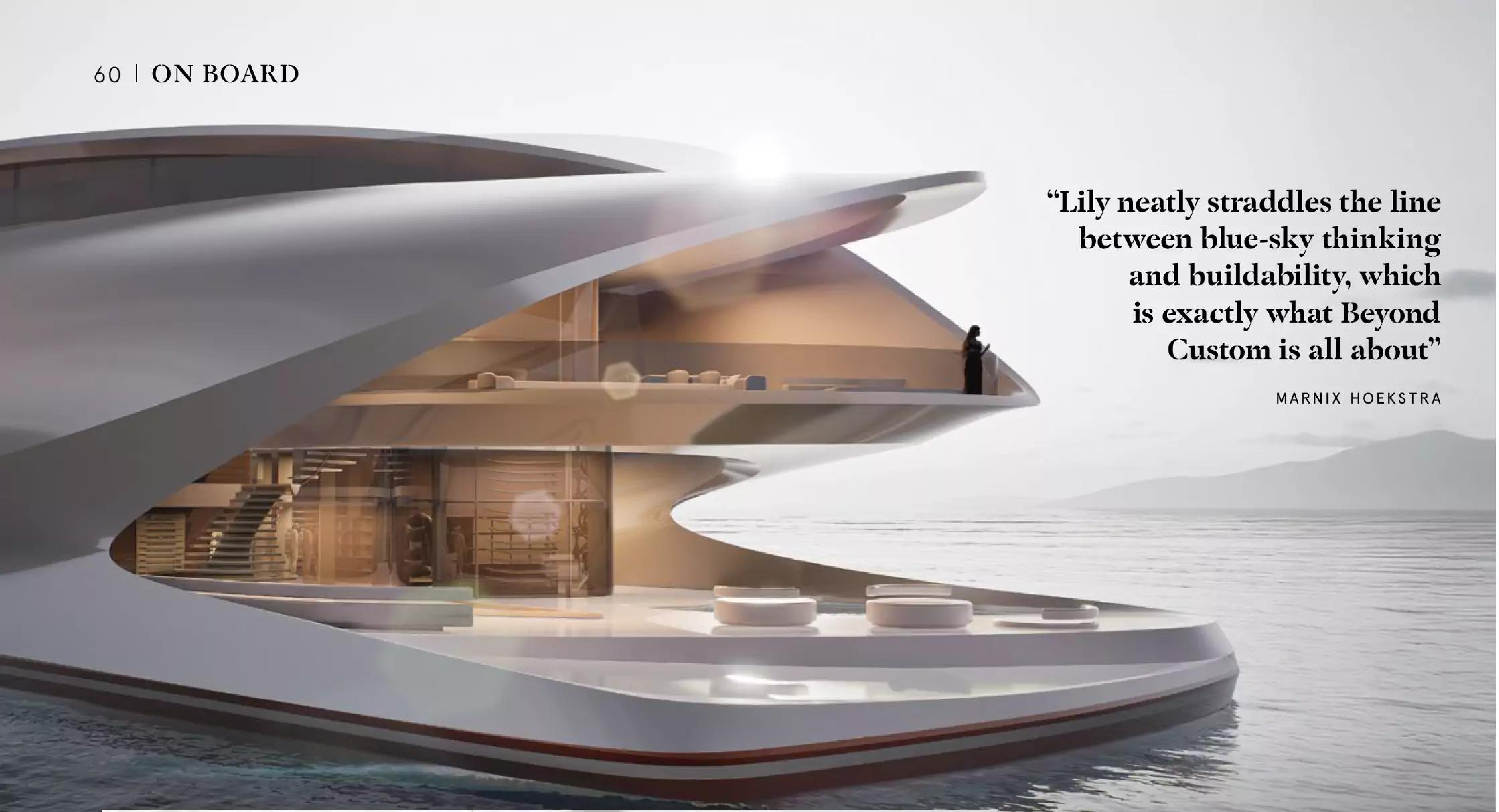
Atlas

Full of interesting openings and unexpected levels, this 54-metre explorer concept was designed for Turkish yard Ares Yachts by Italian studio Hot Lab.

Revealed via new renderings, a distinctive feature on board is the mezzanine structure at the bow, which is split into multiple levels, forming a private outdoor retreat complete with spa pool, accessible from the owner's suite.

Atlas is characterised by a suite of sharp, angular lines and extensive use of glass with a high bow capable of handling tough sea conditions, giving her a strong profile. She features naval architecture and a Fast Displacement Hull Form by Van Oossanen.

>>



> “Lily neatly straddles the line between blue-sky thinking and buildability, which is exactly what Beyond Custom is all about”
>
> MARNIX HOEKSTRA

The main deck, with swimming pool and gym, is dubbed the leisure deck. Below: an asymmetrical foredeck has a shaded walkway to starboard and a helicopter landing pad to port

While it’s not obvious from the outside, guests enjoy ocean views thanks to hidden one-way glass windows in their cabins

Lily

This novel 101-metre concept for Oceanco’s Beyond Custom collection was designed by Vripack with asymmetrical decks that unfold like flower petals. “We were struck by how a lily’s petals overlap one another and only touch at the centre of the flower. We’ve echoed that structure transversely by layering the decks to create split-level platforms and one-and-a-half deck heights,” says the firm’s co-creative director Marnix Hoekstra.

The unusual design was conceived back-to-front. “I wanted to have a welcoming onboarding experience for guests,” Hoekstra says. “Instead of having stairs going up to a deck from a closed transom, you step on board and continuously walk without any boundaries straight into the middle of the ship. That whole idea was really the starting point: make it super inviting, easy and friendly to come on board.” This translates to a four-metre-high entrance aft laden with wellness facilities, overlooked by the aft deck lounge a level up.

At the heart of Lily, the split-level half decks come together via a glass mezzanine that leads to nine guest cabins, an open-plan cinema and a children’s playroom accessed by a suspension bridge. The 450-square-metre owner’s apartment is perched up top, reached by a glass lift that rises dramatically out of a lily pond. The yacht’s non-geometric design allows air to flow, reducing reliance on HVAC systems, while ample shaded terraces outside protect guests from the sun.

The energy architecture by Lateral Naval Architects readies the vessel for the eventual transition to methanol fuel. Energy is harnessed through six methanol fuel cells and two dual-fuel engines, which charge the batteries and run on either diesel/HVO or methanol.

Movement is generated by the radical new ABB Dynafin, which was also inspired by nature – in this case, a whale’s tail. It consists of a large rotating wheel with individually controlled vertical blades extending from it. The combined motion of the wheel and blades generates propulsion and steering forces simultaneously and is 22 per cent more efficient than a conventional shaftline configuration, confirmed via an independent study. *Kate Lardy*

Dare to be Different

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XPLORER
INFINITE ADVENTURES

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yachting

While the Ionian Sea tends to attract yachts from the Med with its proximity, interest in Cyclades islands, such as Santorini, is growing

Three of the biggest marinas in Attica are being reconfigured to take more large superyachts

Greece is the word

The Hellenic Republic has become one of the most popular yachting destinations. *Gabrielle Lazaridis* examines its rise

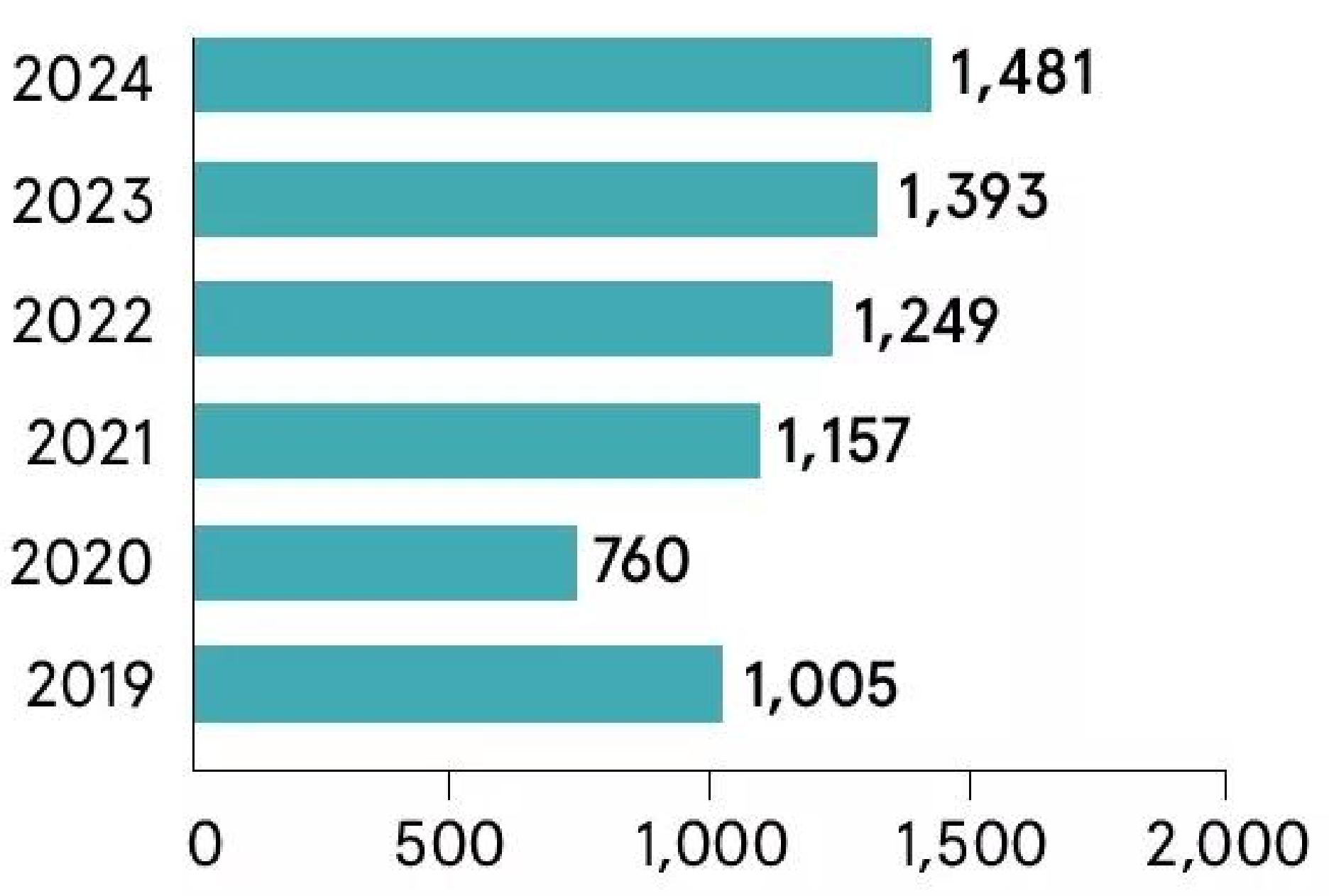
Greece's recent bump in popularity has been undeniable. According to BOATPro's Global Fleet Tracker, the Southeast European nation has seen nearly a 50 per cent increase in yacht traffic (24 metres and up) over the past six years.

A baseline figure of 1,005 visiting superyachts in 2019 fell to 760 in 2020 (a result of Covid-19), but traffic quickly recovered, with 1,157 visitors in 2021, 1,249 in 2022, 1,393 in 2023 and, most recently, 1,481 in 2024.

According to Popy Kaia, the charter director at Fraser Greece, several factors have contributed to the region's increase in traffic, such as geopolitical stability relative to other countries, shifting demand from the Western Mediterranean and Greece's new "e-Charter Permission" system. Unveiled in 2024, the e-Charter permit allows non-EU-flagged vessels to charter in Greek waters for the first time, where previous legislation required foreign-flagged yachts to be owned by a company with a Greek branch to qualify for a Greek charter licence.

Yachting received a further boost this year, when Greece's Independent Authority for Public Revenue introduced a fuel exemption tax for superyachts. According to Kaia, the directive was based on an existing law (in effect for more than 20 years) and applies exclusively to fuel used for charter purposes. "There are no tax exemptions for fuel used during private use by owners," she explains. "I'd like to clarify this was not a new regulation, but rather technical guidelines aimed at extending the same tax exemption framework to vessels operating in Greece under e-Charter Permission. This would [equalise] the treatment of all [charter] vessels operating in the country."

SUPERYACHT TRAFFIC IN GREECE (FULL YEAR)

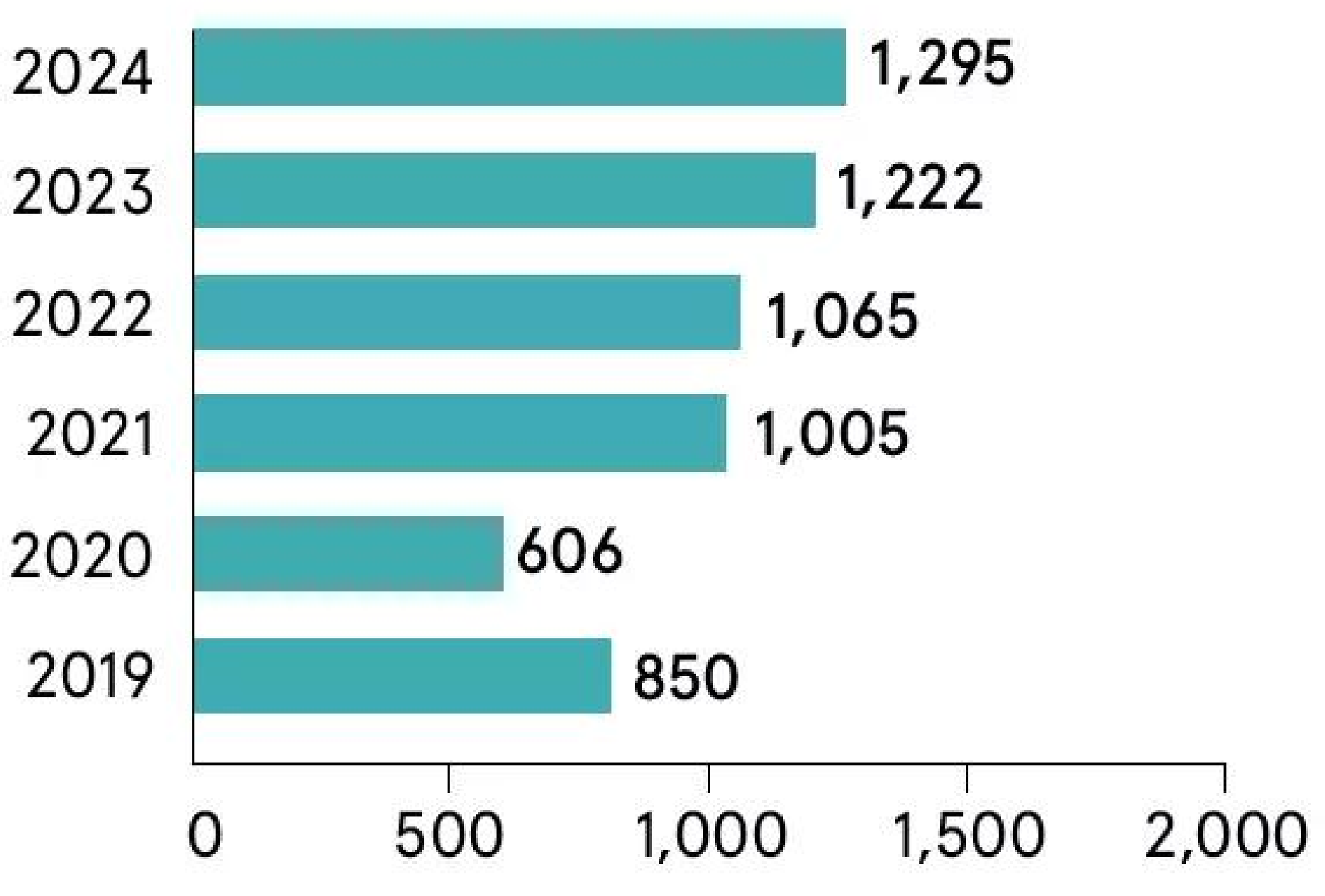


With such a rapid increase in traffic, it is conceivable that Greece could struggle to accommodate visitors, but according to Kaia, berths are generally available. "During the summer season, permanent yachts (those based in and around Greece) are often out cruising, which helps free up space," she explains.

The real challenge, Kaia adds, lies in increasing the number of permanent berths, which Greece is trying to address by reconfiguring three of the largest marinas in Attica. Once completed, these projects are expected to help meet demand, particularly with respect to the increasing number of larger yachts (of between 60 and 70 metres) that have come through the area in recent years.

With only a couple of months until peak season, Kaia indicates a high volume of charters in Greece have already been booked, but over a wider area, which helps ease congestion. "The Ionian Sea has become the preferred destination for yachts coming from the West Med due to its proximity. However, there is also a noticeable increase in interest for off-the-beaten-path experiences, leading to a rise in charters to places such as the Dodecanese and Cycladic islands," she says.

SUPERYACHT TRAFFIC IN GREECE (22 JUNE TO 21 SEPTEMBER)



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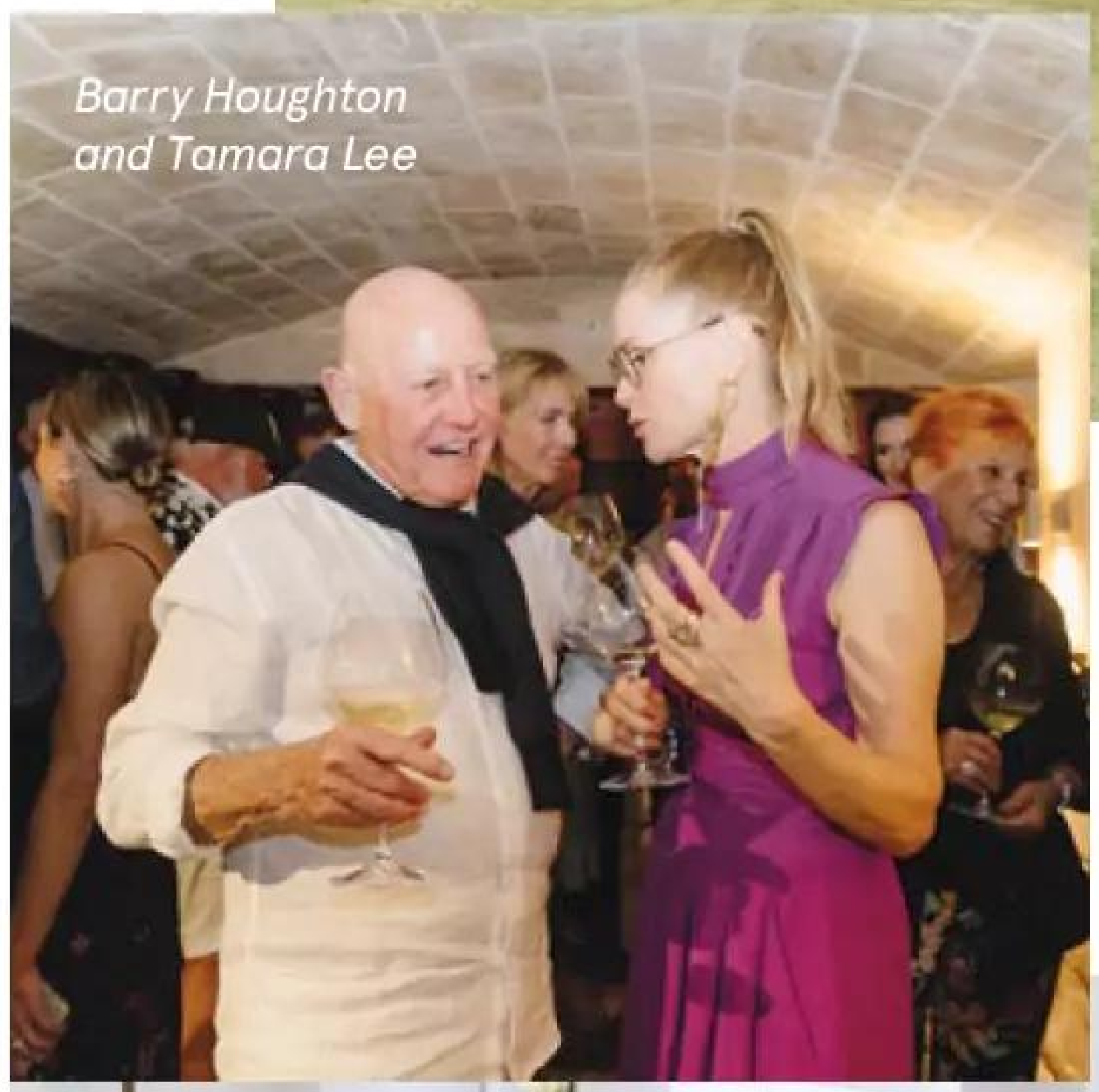
Judgement days

The esteemed judges of the World Superyacht Awards 2025 convened at La Samanna, a Belmond Hotel, in St Martin to decide the winners

Steve Rigby and Peter Wilson

Above: Kim and Nina Vibe-Petersen with Peter Wilson



Barry Houghton and Tamara Lee

Victor Blanquart, Ciaran Greaves, Will Harrison and Megan Delgado

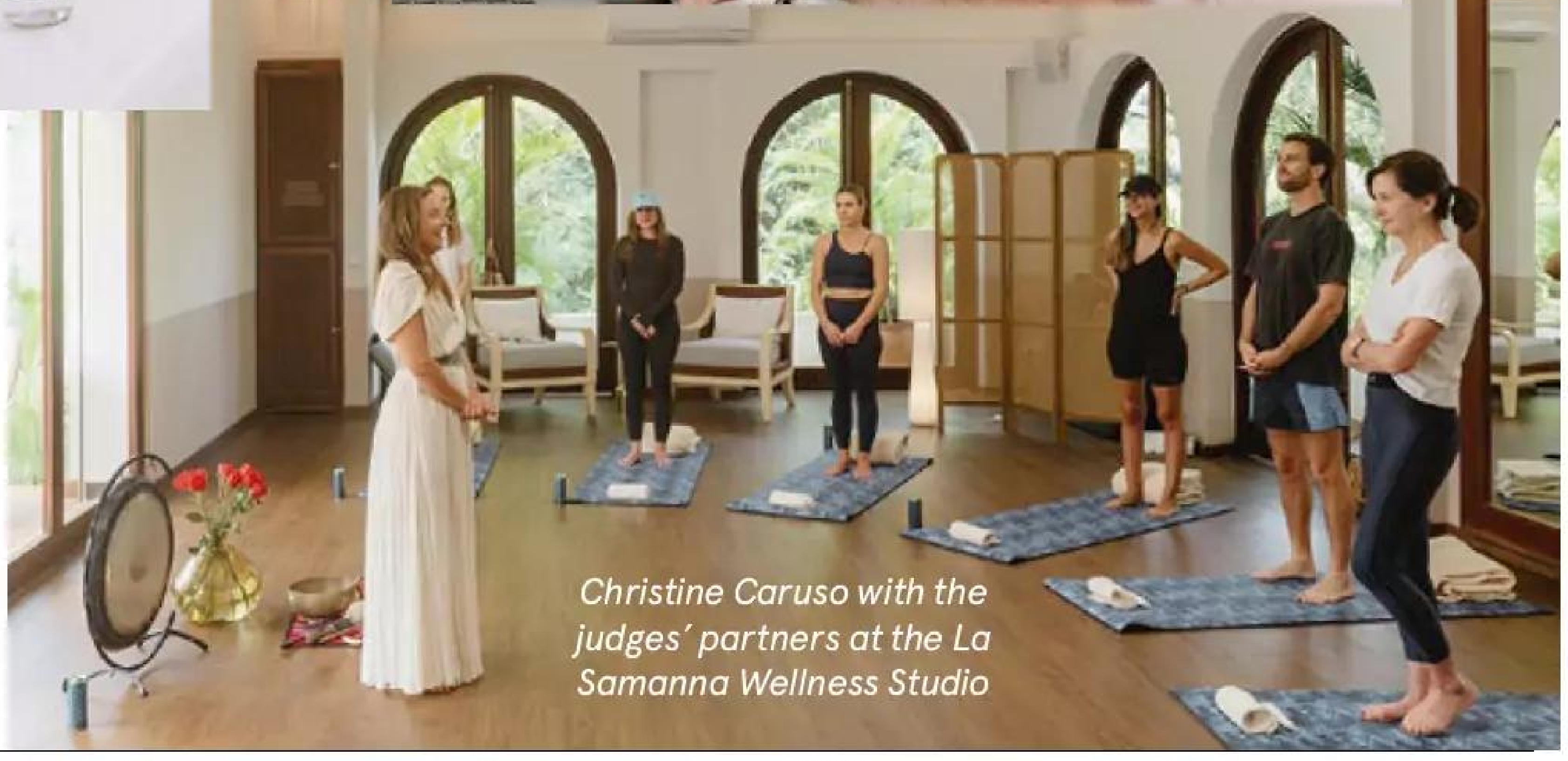
Paola Trifirò

Kim Vibe-Petersen, Paola Trifirò, Joaquín Folch-Rusinol and Barry Houghton

Below: Richard Raper, Stewart Campbell and Roger Lean-Vercoe

> "We had some beautiful and interesting moments"
>
> PAOLA TRIFIRÒ

Matthew Voorhees and Alan Dabbiere



Christine Caruso with the judges' partners at the La Samanna Wellness Studio

Sir Roland Richardson led a "paint and sip" session

With thanks to Maddox, Moët Hennessy Private and Belmond

PHOTOGRAPHY: TISA SENCUR

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All-time high

Europe's longest-running superyacht regatta welcomes a fresh venue, new entries and updated racing classes

Above: two-time winner Rose, *a 24m Farr-designed Wally. Left: this year brings a new division for Baltic 68 Café Racers like* Ganesha. *Below: the 39m Vitters* Cervo *is expected to return to race in 2025*

The countdown for the Superyacht Cup Palma (SYC) has begun, with entries now open for its 29th edition, set to take place from 25 to 28 June. Founded in 1996, SYC has evolved from a casual farewell party for crews preparing to cross the Atlantic after the summer season to one of Europe's most celebrated sailing events. Each year, it attracts a world-class fleet of sailing superyachts, delivering exhilarating racing and a vibrant social scene against the picturesque backdrop of Palma de Mallorca.

This year's regatta marks a new chapter in SYC's history, with a move to Club de Mar-Mallorca, a marina in the heart of Palma. Founded in 1969, the facility has long been a hub for larger sailing yachts and is currently undergoing a 360-degree improvement scheme to further elevate its services, including newly upgraded docks for participating yachts to convene stern-to at the race village.

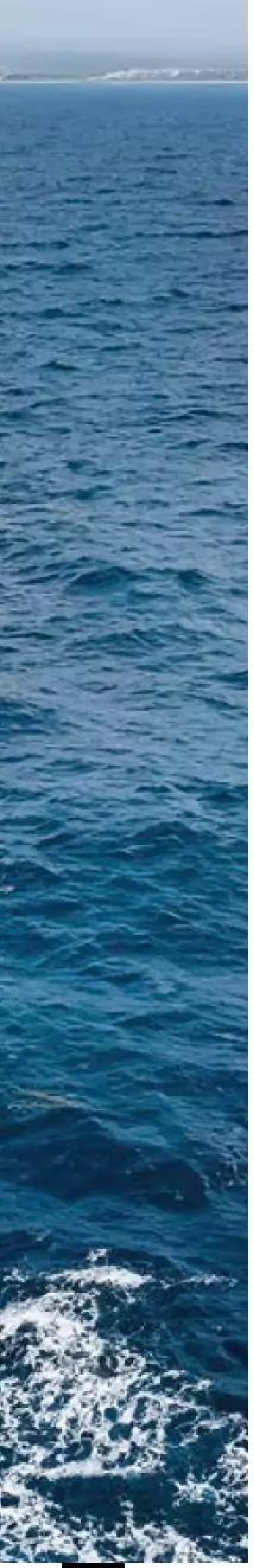
With the event's new location and enhanced infrastructure, organisers have reported a surge in interest from competitors. "We are always looking for new ways to improve and enhance the Superyacht Cup Palma experience for owners, skippers and partners, and a base in the new-look recently developed Club de Mar-Mallorca does just that," says event director Kate Branagh. "Having the opportunity to host all the superyachts racing at our event on the dock together at the heart of Palma is what the Superyacht Cup is all about, and interest from competitors is at an all-time high."

Welcoming a mix of competitors, from modern designs to traditional classics, the 2025 edition sees the introduction of new racing classes, including a dedicated division for the increasingly high-profile Baltic 68 Café Racers – 20.7-metre sloops designed by Mallorcan naval architect Javier Jaudenes. Expect thrilling performances from potential contenders *Ganesha* and *Open Season*, both of which are likely to make their mark on the regatta.

Left: Atalante *and* Vijonara *(on right) may race in a new Hoek Design class. Right: Baltic Café Racer* Open Season. *Below: SW108* Gelliceaux *plans to make her SYC debut. Bottom: the new venue, Club de Mar-Mallorca*

Truly Classic 128 Atalante

"It is a favourite in the superyachting world and a fantastic racing location"



EVENT

Programme 2025

Wednesday 25 June

10:00-12:00 The Superyacht Cup Palma registration

18:00 Captains' briefing

18:30 Welcome cocktail at SYC Dock

Thursday 26 June

13:00 Race #1

20:00 St. Regis Midsummer BBQ for owners at St. Regis Mardavall Mallorca

Friday 27 June

13:00 Race #2

17:00-19:00 Happy hour at SYC Dock

Saturday 28 June

13:00 Race #3

18:30 The Superyacht Cup Palma prize-giving at SYC Dock

PHOTOGRAPHY: SAILING ENERGY/THE SUPERYACHT CUP

The latest Truly Classic 128 Linnea Aurora

Another exciting addition could be a dedicated Hoek Design class, with returning 39-metre participants *Vijonara* and *Atalante* expected to be joined by the newly launched *Linnea Aurora*, a fresh entry in the Truly Classic 128 line-up.

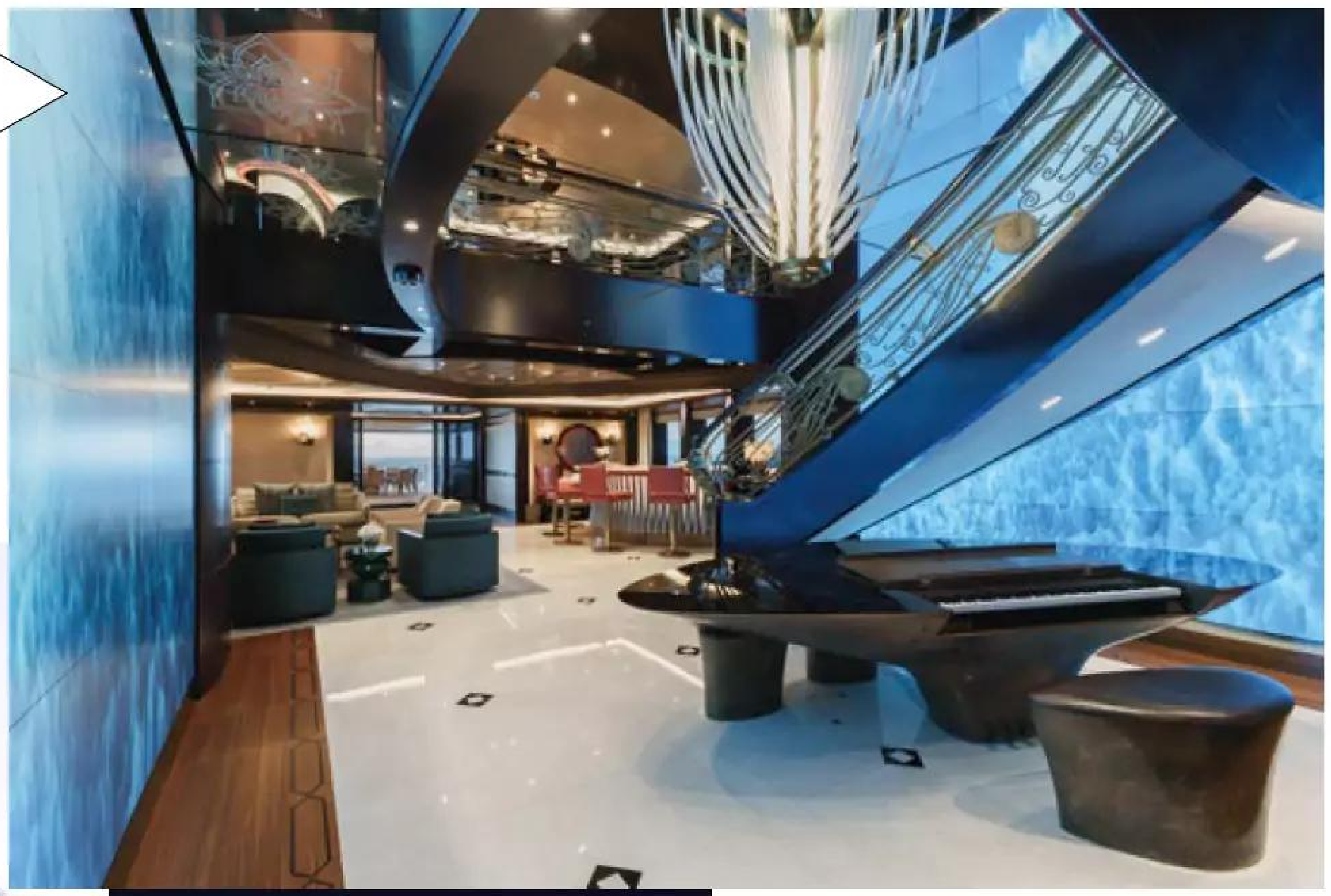
The regatta will also see some familiar names back on the starting line. *Cervo*, a 39-metre by Tripp Design, and *Rose*, a 24-metre Farr-designed Wally yacht, may return for another shot at glory. *Rose* enters the 2025 edition with a historic opportunity: having secured back-to-back victories, she now has the chance to claim an unprecedented third consecutive title. However, she will face fierce competition, particularly from SYC first-timer *Gelliceaux*, a Southern Wind 108 that has already proven her racing pedigree with an overall victory at the St Barths Bucket 2024.

"The *Gelliceaux* owner, crew and I are all looking forward to making the yacht's debut at the Superyacht Cup Palma this summer," says Clive Walker, *Gelliceaux*'s captain. "It is a favourite in the superyachting world and a fantastic racing location with an equally friendly social scene, which sounds like it will be enhanced this year with all the boats being moored together at the new Club de Mar-Mallorca venue. We can't wait!"

Off the water, the event's social programme offers the chance for owners, crew and industry insiders to unwind, reflect on the racing and enjoy time with fellow participants, kicking off on Wednesday with a welcome cocktail reception. After the opening race on Thursday, owners will be treated to the exclusive St. Regis Midsummer barbecue at the St. Regis Mardavall Mallorca. The festivities continue after the second day of racing on Friday with a happy hour, giving participants a chance to share stories from the course. The event will draw to a close on Saturday with the prize-giving ceremony, where the winners will be celebrated. *thesuperyachtcup.com*

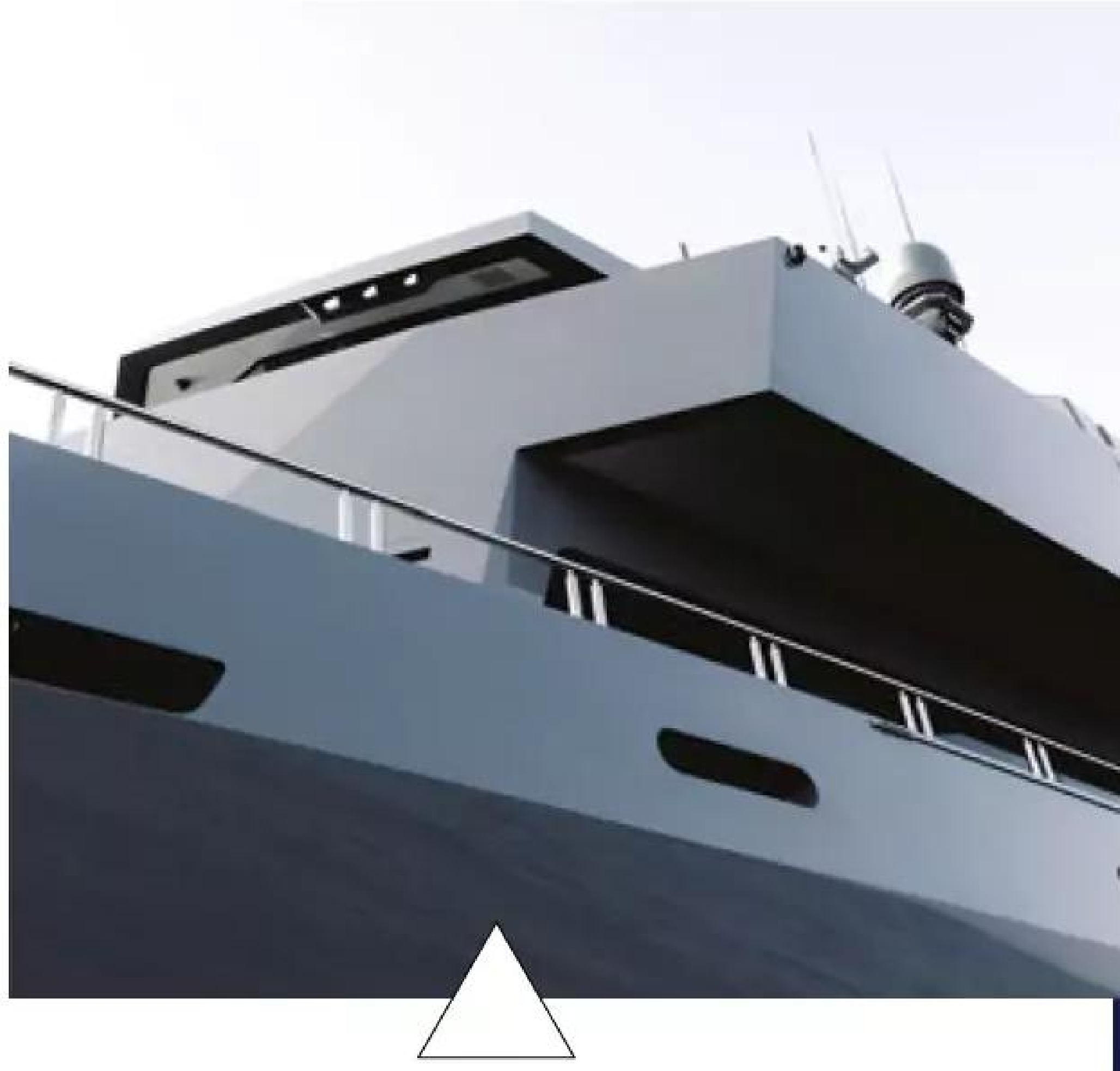
On Board Edit

High-design charters



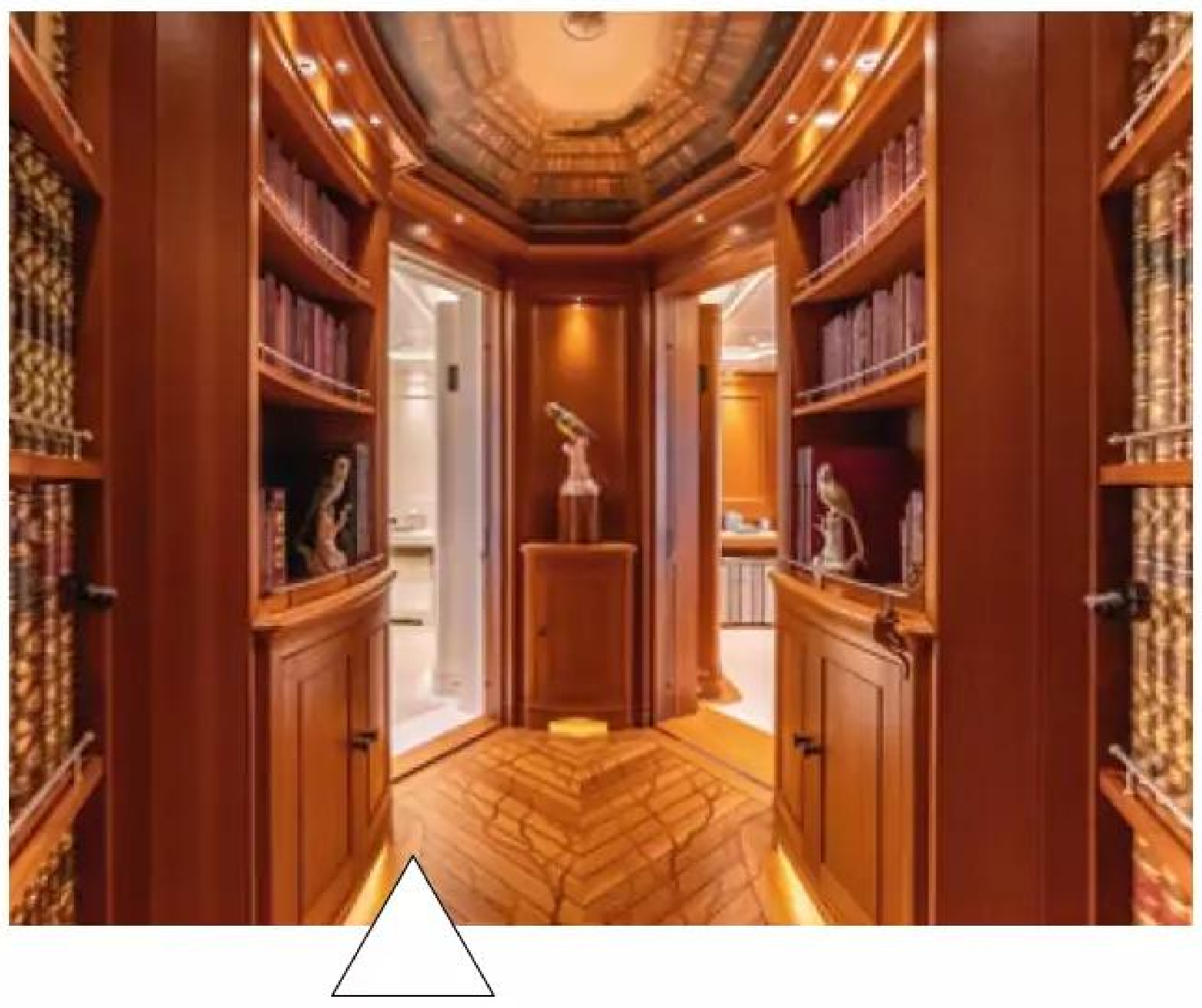
WHISPER

Designed around a champagne and caviar theme, this five-deck yacht has a double-height main saloon with a wild Crystal Caviar chandelier suspended over a custom grand piano, flanked by a sweeping staircase and two video walls. One of three onboard fireplaces and an oval skylight can be found in the owner's suite. *From €975,000/week, y.co*



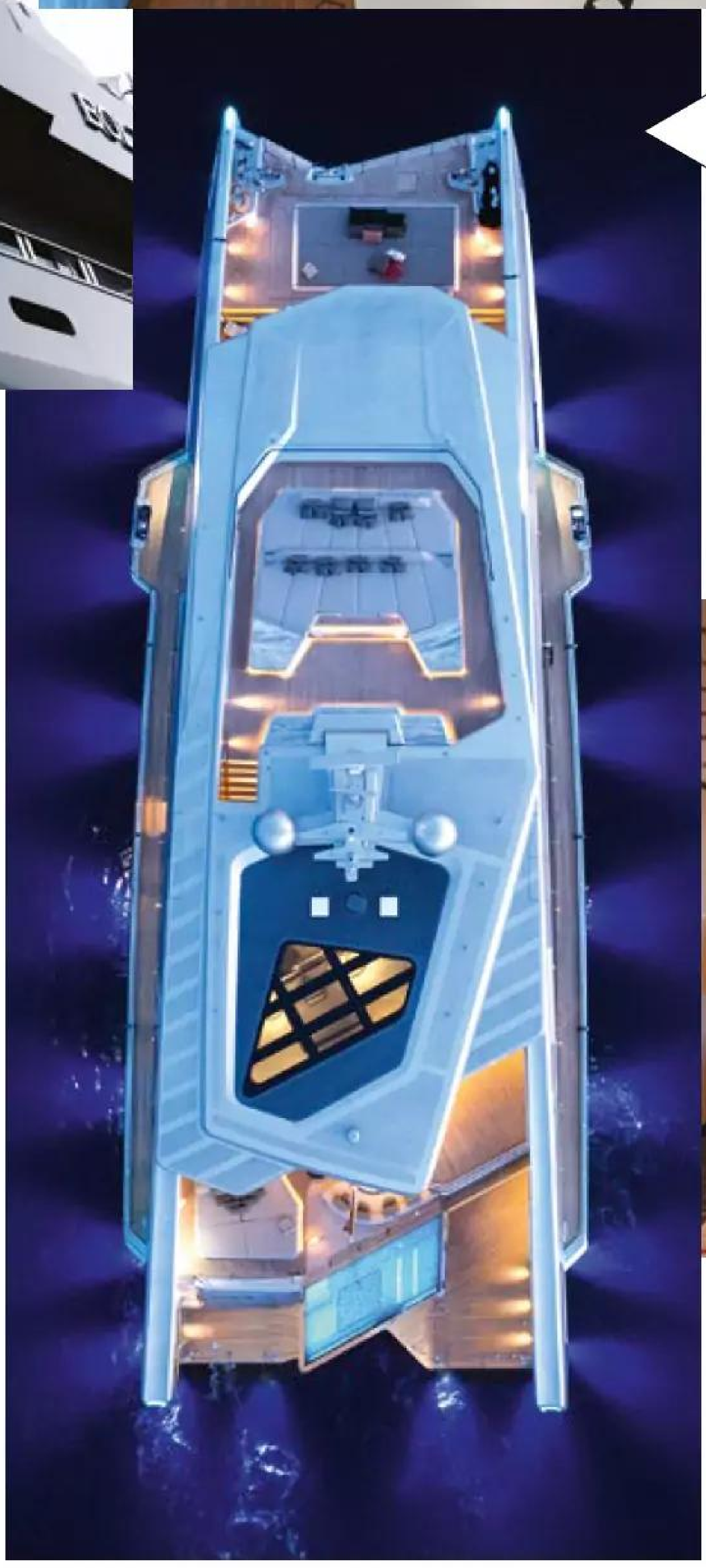
BOLD

One of the world's fastest explorer yachts, *Bold* is a lesson in naval-inspired design. Espen Øino penned a 34-metre-long aft deck with a hydraulic folding bulwark, a helideck and hangar. It's offset by a glass-encased winter garden with dining for 18 guests and a sundeck cinema. *From €875,000/week, hillrobinson.com*



SEA OWL

This imaginative interior takes inspiration from literature, with secret doors hidden behind bookshelves, a central wooden staircase encircled by a handcrafted "tree of life", intricate map replicas on the ceilings and more than 80 animal carvings dotted around the boat, to ignite the imagination of even the youngest guest. *From $460,000/week, northropandjohnson.com*



THIS IS IT

This 43.5-metre multihull is not only the largest motor catamaran available for charter, she also breaks with conventional design using curvaceous asymmetries that make her appear more akin to a floating villa. A bold use of glass, including a large skylight above the owner's bed, creates a light-filled interior, complemented by a terraced, open stern like no other. *From €350,000/week, iyc.com*

PROJECT X

This 88-metre took the world by storm in 2022 with its exterior by Ken Freivokh Design, featuring cascading aft decks and a triple-X strip amidships. As well as a triple-height glass atrium and the largest cylinder lift installed on a yacht, the glass-encased 7.5-metre pool, viewable from the beach club, was a first. *From €1,200,000/week, camperandnicholsons.com*

Words **Julia Zaltzman**

PHOTOGRAPHY: JON LUCAS; GUILLAUME PLISSON FOR SILVERYACHTS; CITRIC SL; LORENZO TAMPUCCI; GETTY IMAGES; COURTESY OF NORTHROP & JOHNSON

YOUR WORLD // YOUR YACHT

Van der Valk Shipyard in the Netherlands is building an impressive number of fully custom projects up to 45 metres in length. A fine example is the newly launched aluminium motoryacht ONE, with an exterior design by Guido de Groot and interior from Carla Guilhem Design. This full-displacement 34-metre superyacht has twin Volvo Penta 750 hp continuous duty engines, offering a top speed of 14.4 knots. All four decks have been designed to meet specific needs on a yacht with a fold-out platform aft and a lazarette for jet-skis that will be a superb relaxation area in its own right. In fact, everything about ONE revolves around entertaining large groups of people in style on a compact boat with exceptional volume.

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T-Master Touch

Redefining the Future of Bridge Design and Navigation Technology

In luxury yachting, where innovation meets elegance, the bridge is more than a control room - it's a statement. Telemar Yachting's T-Master Touch transforms navigation, monitoring, and propulsion management into an intuitive, seamless experience.

Design Meets Functionality: The T-Master Touch Concept

At the heart of this evolution are fully customisable POD consoles, blending cutting-edge technology with refined aesthetics. Designed for both captains and owners, each POD workstation features one or two vertical monitors, topped with a horizontal interactive touchscreen - delivering full vessel control at your fingertips.

Each individual workstation known as a POD console, is totally customisable to fully meet the customer's needs

A sophisticated interface ensures clear, accessible data, from navigation to propulsion, while redundant, multifunction workstations provide unmatched reliability. The sleek design integrates effortlessly into modern yacht interiors, setting a new standard in bridge innovation.

Innovation Unleashed: Introducing T-Master Touch KIT

As a versatile answer to evolving market demands, Telemar Yachting has expanded this concept with the T-Master Touch Kit.

Designed without the traditional support structure of the POD consoles, the T-Master Touch Kit offers unprecedented installation freedom, perfectly adapting to various bridge layouts and operational contexts — from new builds to refits. It enables yacht designers and owners to integrate advanced technology without compromising aesthetic vision, making it a preferred choice for those who demand both performance and elegance.

Where Innovation and Elegance Navigate Together

As yachts grow more technologically advanced, Telemar Yachting's T-Master Touch and T-Master Touch Kit represent a fusion of Italian design, engineering excellence, and innovation — a system created not only for functionality but also as a centerpiece of modern bridge design.

For owners and shipyards seeking the future of navigation technology, paired with stunning design, T-Master Touch is more than a tool — it's a signature element of a new generation of bridges.

Arrange for a demonstration

Boat Life

Celebrating exceptional style and design

Split Arches by Colin Reid (1986); kiln-cast and polished glass. POA, adriansassoon.com

Art of glass

From sourcing artworks to sipping superior Scotch, we help bring the bright and the beautiful on board

PHOTOGRAPHY: COURTESY ADRIAN SASSOON; PHOTOGRAPHY BY SYLVAIN DELEU

Edited by Belle Rice

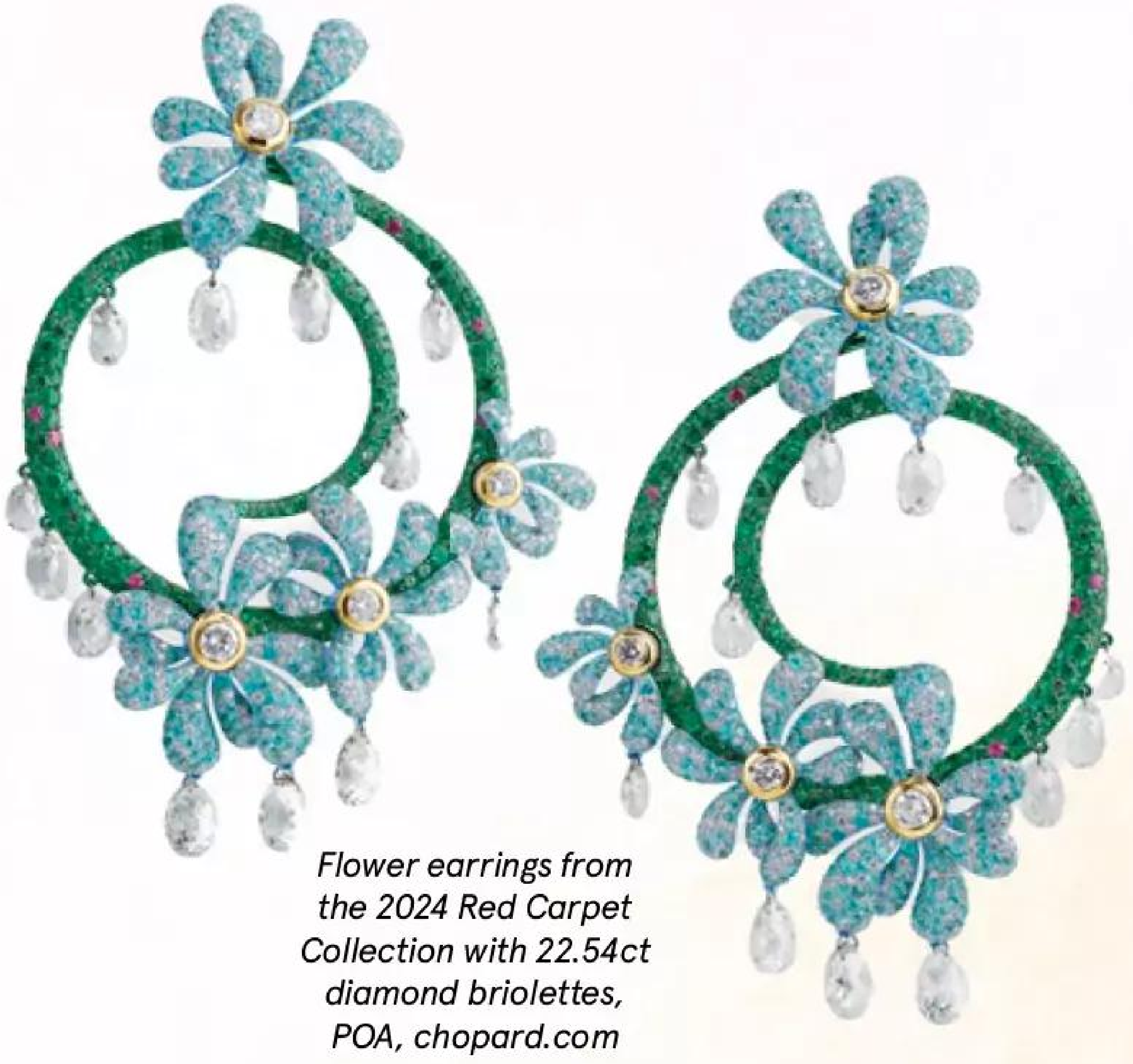
THE AGENDA

Your inside guide to the hottest happenings around the world this month. By *Belle Rice*

13 – 24 MAY

CANNES FILM FESTIVAL

If there's one maison that's synonymous with the glamour of cinema, it has to be Chopard, and this year the Haute Joaillerie brand celebrates 27 years in partnership with the Cannes Film Festival. The new Red Carpet Collection is set to bring next-level glamour to the festivities, as pieces are unveiled at the gala worn by some of the biggest names in Hollywood. *chopard.com*



Flower earrings from the 2024 Red Carpet Collection with 22.54ct diamond briolettes, POA, chopard.com

21 – 25 MAY

92ND CSIO ROME PIAZZA DI SIENA

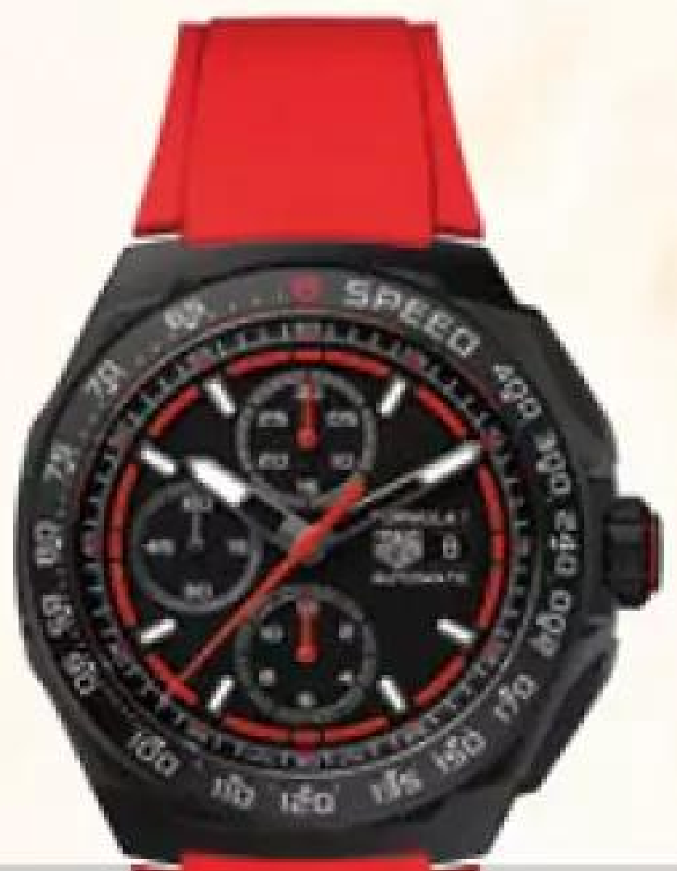
One of the oldest equestrian competitions in Europe, the 92nd Piazza di Siena takes place in the heart of Rome this year. A unique showjumping event held in the 400-year-old grounds of Villa Borghese, it's sponsored by Loro Piana and is part of the Rolex Grand Prix circuit, with teams competing from around the world – previous competitors include Jessica Springsteen and Ben Maher. *piazzadisiena.it*

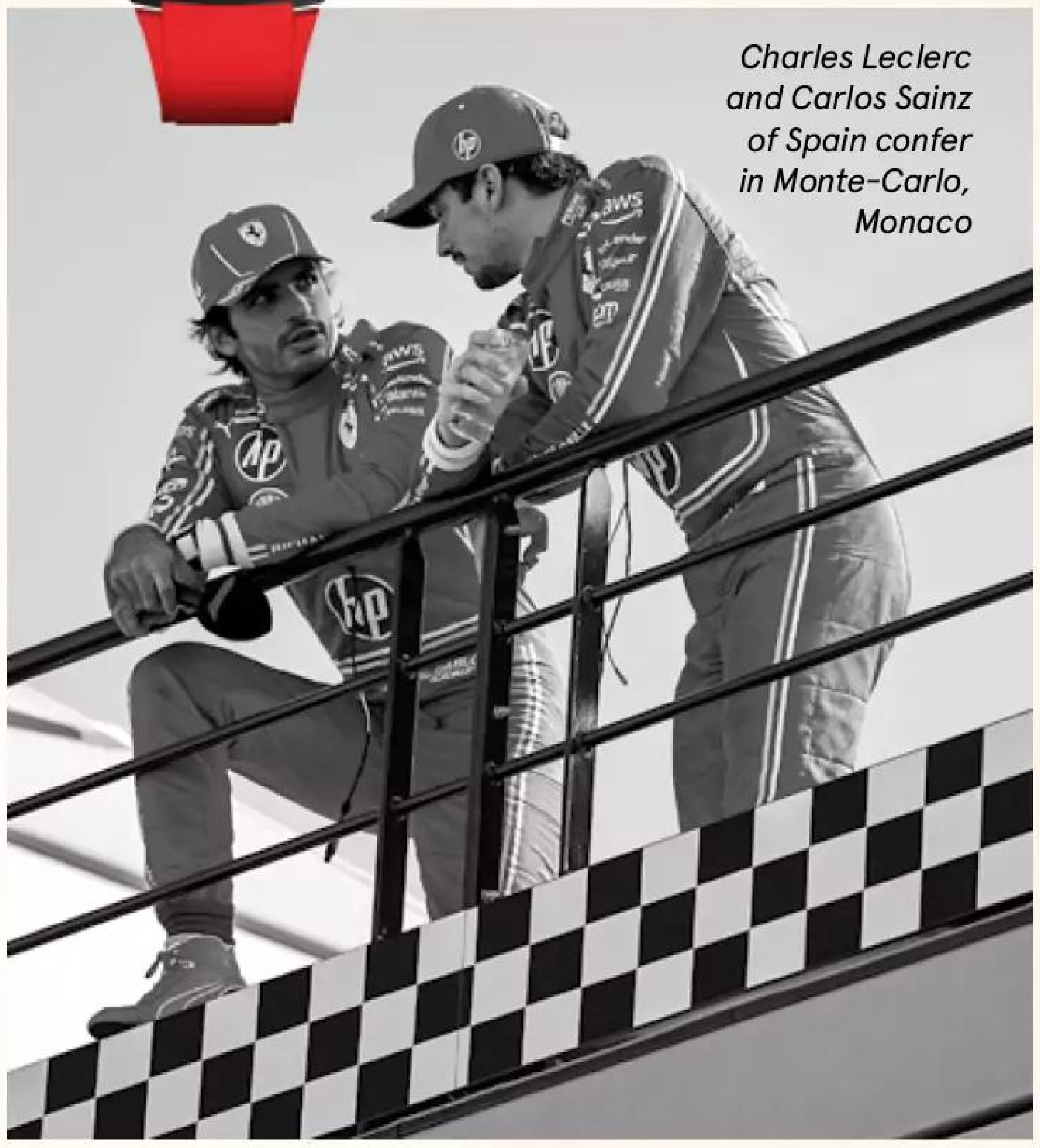
7 – 11 MAY

FRIEZE NEW YORK

Frieze takes over The Shed in Manhattan this May for its annual round of solo, group and themed showcases by pioneering artists from around the world. Can't make it to NYC? Not to worry – international buyers and collectors can log in to a dedicated edition of The Viewing Room, the online platform that can connect global audiences to the art fair in real time. *frieze.com*

Below: Formula 1 chronograph, £4,300, tagheuer.com





Charles Leclerc and Carlos Sainz of Spain confer in Monte-Carlo, Monaco

23 – 25 MAY

MONACO GRAND PRIX

TAG Heuer returns as Official Timekeeper of the Monaco Grand Prix, where the watchmaker is also title sponsor for the first time in the race's history. Taking to the tracks in the eighth round of the circuit will be Monégasque reigning champ Charles Leclerc, but with rumoured new mandatory pit stops, the action is set to be even hotter this year. *formula1.com*

PHOTOGRAPHY: CSIO ROMA – PIAZZA DI SIENA: DANIELE VENTURELLI/WIREIMAGE; KYM ILLMAN/GETTY IMAGES; YCCS–STUDIO BORLENGHI; BMW AG; COURTESY OF CHOPARD

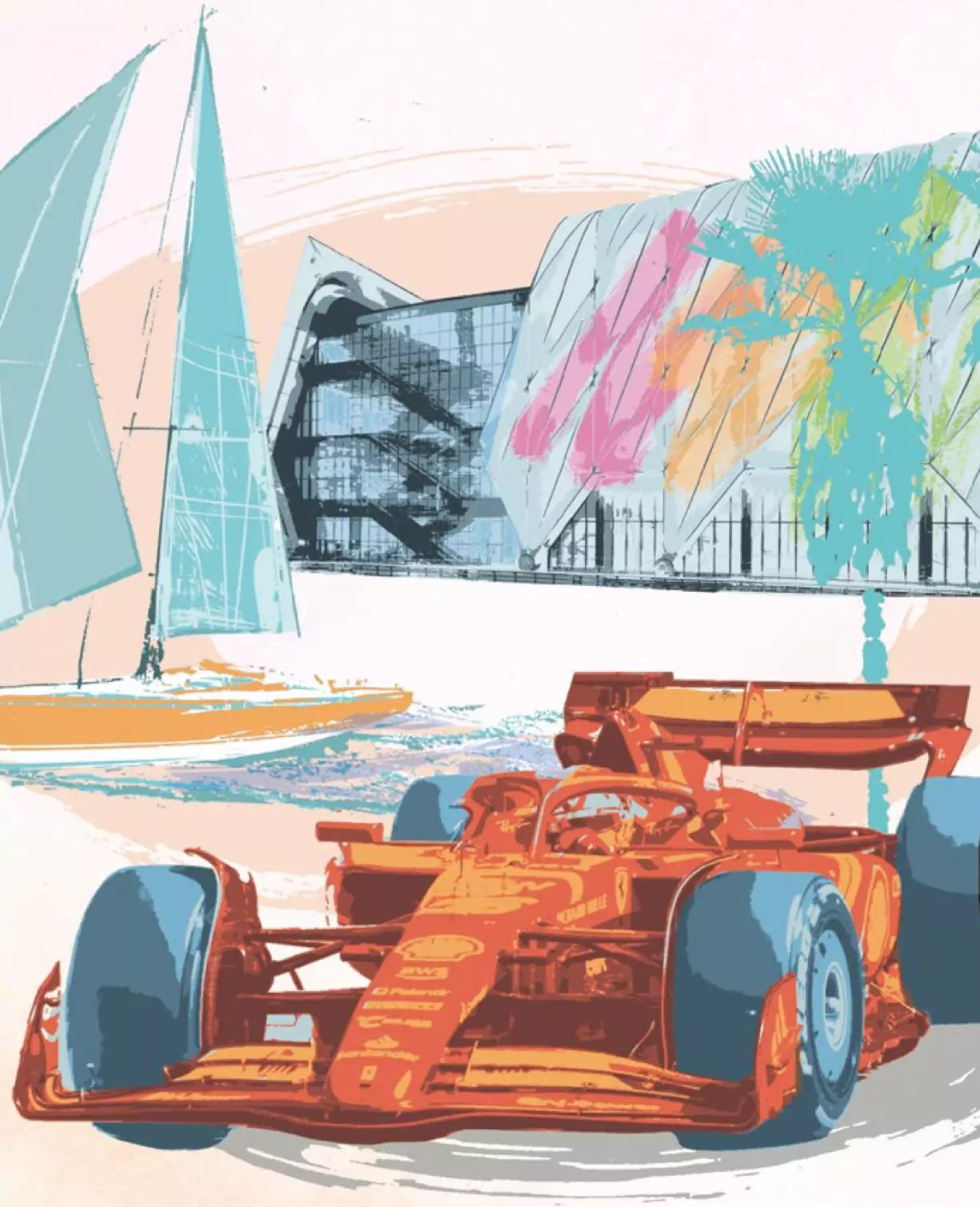


Illustration
Kate Miller

27–31 MAY

GIORGIO ARMANI SUPERYACHT REGATTA, PORTO CERVO

Opening the superyacht racing season in the Med, the Giorgio Armani Superyacht Regatta returns to Porto Cervo in partnership with the Yacht Club Costa Smeralda. Open to yachts longer than 24 metres, the weekend also hosts a gala dinner, as well as a pop-up on the waterfront for the brand's seasonal collection, Armani Mare. Competing yachts in 2024 included Southern Wind's *Morgana* and Nautor Swan's *Moat*. Registration for entry closes on 15 April. *yccs.it*

CONCORSO D'ELEGANZA VILLA D'ESTE, LAKE COMO

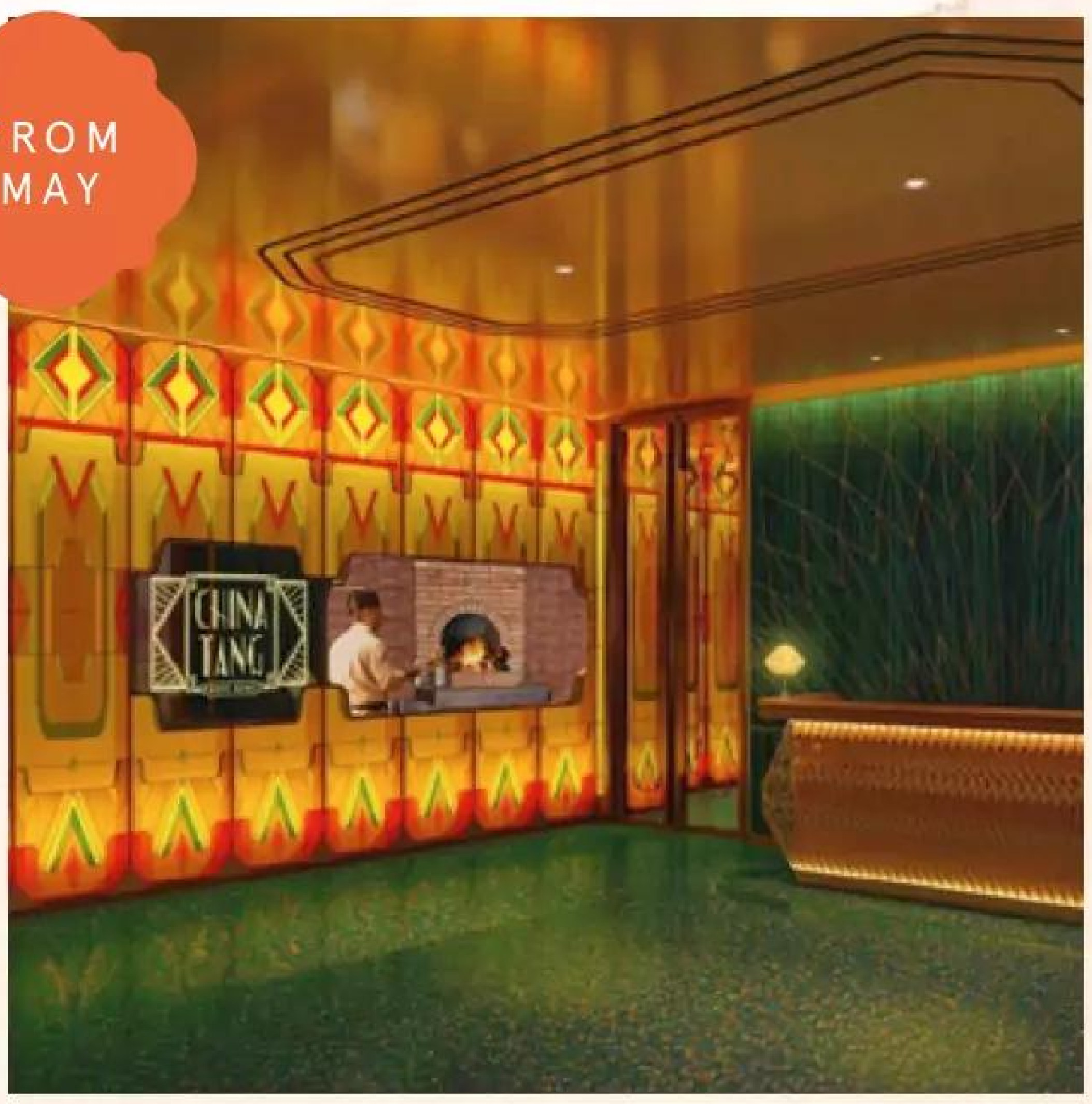
The world's best-dressed car lovers descend on Lake Como in the third week of May for Concorso d'Eleganza. With an unrivalled show of exceptional classic and contemporary cars plus a stylish who's who on the guest list, this ultra-exclusive event is an essential on any auto fan's calendar. The top tickets to go for? The Friend of the Concorso package offers grandstand views and an opportunity to mingle with owners and see the jury deliberating. *concorsodeleganzavilladeste.com*

23–25 MAY

CHINA TANG IN DUBAI

London's renowned Cantonese dining experience arrives in Dubai this spring, with its first outpost doubling up perfectly from its home at The Dorchester to sister hotel The Lana in Business Bay. The new two-storey restaurant will have a beautiful outdoor terrace with views over the marina and The Lana Promenade. *dorchestercollection.com*

FROM MAY



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Race to the bar

The Aston Martin F1 team has partnered with Glenfiddich for a winning union of fast cars and fine casks, says *Joanna Taylor*

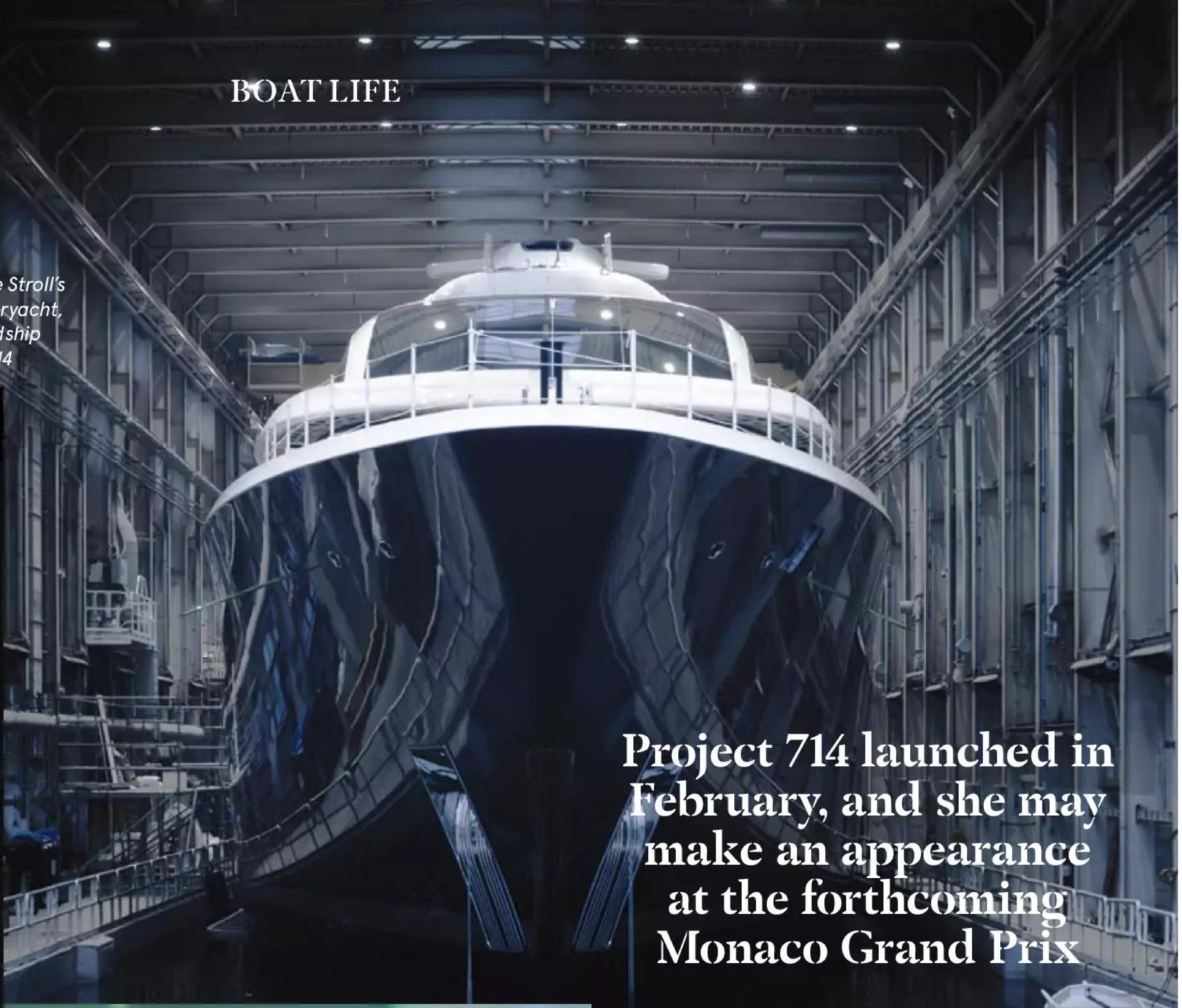
PHOTOGRAPHY: COURTESY OF GLENFIDDICH X ASTON MARTIN FORMULA ONE TEAM; BETTMANN/GETTY IMAGES; DAVE BENETT/GETTY IMAGES FOR ASTON MARTIN LAGONDA LTD

Right: Sean Connery on the set of Goldfinger *with a 1964 Aston Martin DB5. Below: Lawrence Stroll and Daniel Craig with an Aston Martin Vanquish in 2024*

Lawrence Stroll is downsizing. No, not to a two-bed apartment, but to an 80-metre superyacht built by Feadship under the James Bond-like code name Project 714. The boat launched in February and may make an appearance at the upcoming Monaco Grand Prix – where, depending on the outcome, Stroll, who previously owned 97-metre *Faith*, will either be celebrating or commiserating with something extra special: a 66-year-old Scotch whisky by Glenfiddich. The single malt was released in honour of the distillery's recently penned multi-year partnership with Stroll's Aston Martin F1 team, unveiled under the shimmering lights of the 2024 Las Vegas Grand Prix last November.

A compatible couple? Based on the pair's ability to turn heads, it certainly seems so. Having secured more awards at the International Wine & Spirit Competition and International Spirits Challenge than any other single malt Scotch since the turn of the century, it's no surprise that the Glenfiddich stag gets more nods across the bar than most. Founded in Dufftown, Scotland, by William Grant, its traditionally tawny liquid first ran from the stills on Christmas Day in 1887, taking its name from the Gaelic word for "Valley of the Deer". The first distillery to export single malt Scotch outside of its home country as late as the 1960s, the brand is now entrusted to the fifth generation of the Grant family, who produce 21 million litres of whisky per year to cater to connoisseurs in every corner of the globe.

Glenfiddich produces 21 million litres of whisky per year to cater to connoisseurs in every corner of the globe



Lawrence Stroll's new superyacht, 80m Feadship Project 714

Project 714 launched in February, and she may make an appearance at the forthcoming Monaco Grand Prix

Lance Stroll with his father, Lawrence. Racing driver Lance competes in F1 for Aston Martin (right)

Aston Martin arrived 26 years later in 1913. Founded by Lionel Martin and Robert Bamford, the pair originally specialised in souped-up Singer cars under the name Bamford & Martin Ltd, before they released their own in 1915, renaming the brand in honour of Martin's success in the Aston Hill Climb race. A name now synonymous with James Bond, Aston Martin first made an appearance in Ian Fleming's 1959 novel, *Goldfinger*, in which the spy selected a DB III over a Jaguar 3.4. That same year they secured motorsport glory at the 24 Hours of Le Mans, all while ditching F1 ambitions after a short five races in 1960. Six decades later, with fresh investment from Stroll, the Aston Martin Formula One team has re-emerged, and today stars drivers Fernando Alonso and Stroll's son, Lance, in the hot seats.

Of course, the collaboration is by no means intended to promote drinking and driving. Instead, Stroll is keen to give fans of both brands "an unforgettable experience that transcends the racetrack and whisky world alike". After all, he says, the duo shares strikingly similar values. "We continuously push boundaries to set new standards, and Glenfiddich embodies that same spirit of perfection and innovation."

Besides eyeing the image of a stag bolting past on Alonso and Stroll's bonnets, the most tangible way to experience the partnership is with a dram or two. Though yet to be released to the public, those with nimble fingers and superior spending power will soon be able to indulge in the 66-year-old Scotch enjoyed by Stroll – which, rumour has it, is set to go on sale at around £250,000 per bottle.

According to Glenfiddich malt master Brian Kinsman, it's worth every penny. "This limited-edition 1959 bottling represents a pivotal moment in history – the year Aston Martin first entered Formula One and won Le Mans. It is a rare whisky that embodies the essence of this partnership, capturing the spirit of innovation and excellence that both Glenfiddich and Aston Martin have upheld for decades. The bottle is a tribute to our shared legacy, connecting the past with the future in a truly remarkable way."

Fluff aside, its deep, mahogany liquid is undeniably delicious. Casked by malt master Gordon Grant, it is drawn from an exceptionally rare sherry butt – a long, thin cask that was previously used to mature sherry. Retaining a vibrancy which morphs and matures when left to breathe, the richly layered whisky offers notes of oak, aged leather, tannin and beeswax mixed with what Kinsman calls "the earthy essence of a dunnage warehouse floor". On the palette you'll find the tannin-rich tingle of oaky spice and flavours reminiscent of cloves, dates and walnuts, with a finish of sticky Christmas pudding and unctuous dark chocolate. Put simply, a dram worth racing for. *glenfiddich.com*

The 1959 single malt released to celebrate the brands' partnership

PHOTOGRAPHY: COURTESY OF GLENFIDDICH X ASTON MARTIN FORMULA ONE TEAM; DAVE BENETT/GETTY IMAGES FOR ASTON MARTIN LAGONDA LTD; QIAN JUN/MB MEDIA/GETTY IMAGES

GO BOLD GO RED

RED
YACHT
DESIGN

The art of collecting

From modern paintings to classical sculptures, art can now be found on many a superyacht. But how best to source the perfect works for your own boat? *Melanie Abrams* finds out

Lesser-spotted Basquiats, £50 million Picassos and a da Vinci or two have all graced the walls of superyachts over the years. But while these famous paintings or sculptures can seem effortlessly placed, acquiring these pieces can be tougher than it looks, as many a buyer has found.

This won't stop superyacht owners and their art advisers jostling with other collectors at the Art Basel art fair in Switzerland in June. Dealer hotspots include the Gagosian, still the global mega gallerist, Pace gallery's influential names and estates (think Mark Rothko) and the star-wattage of Nicholas Logsdail's Lisson Gallery, representing such names as Chinese activist artist Ai Weiwei and performance artist Marina Abramović.

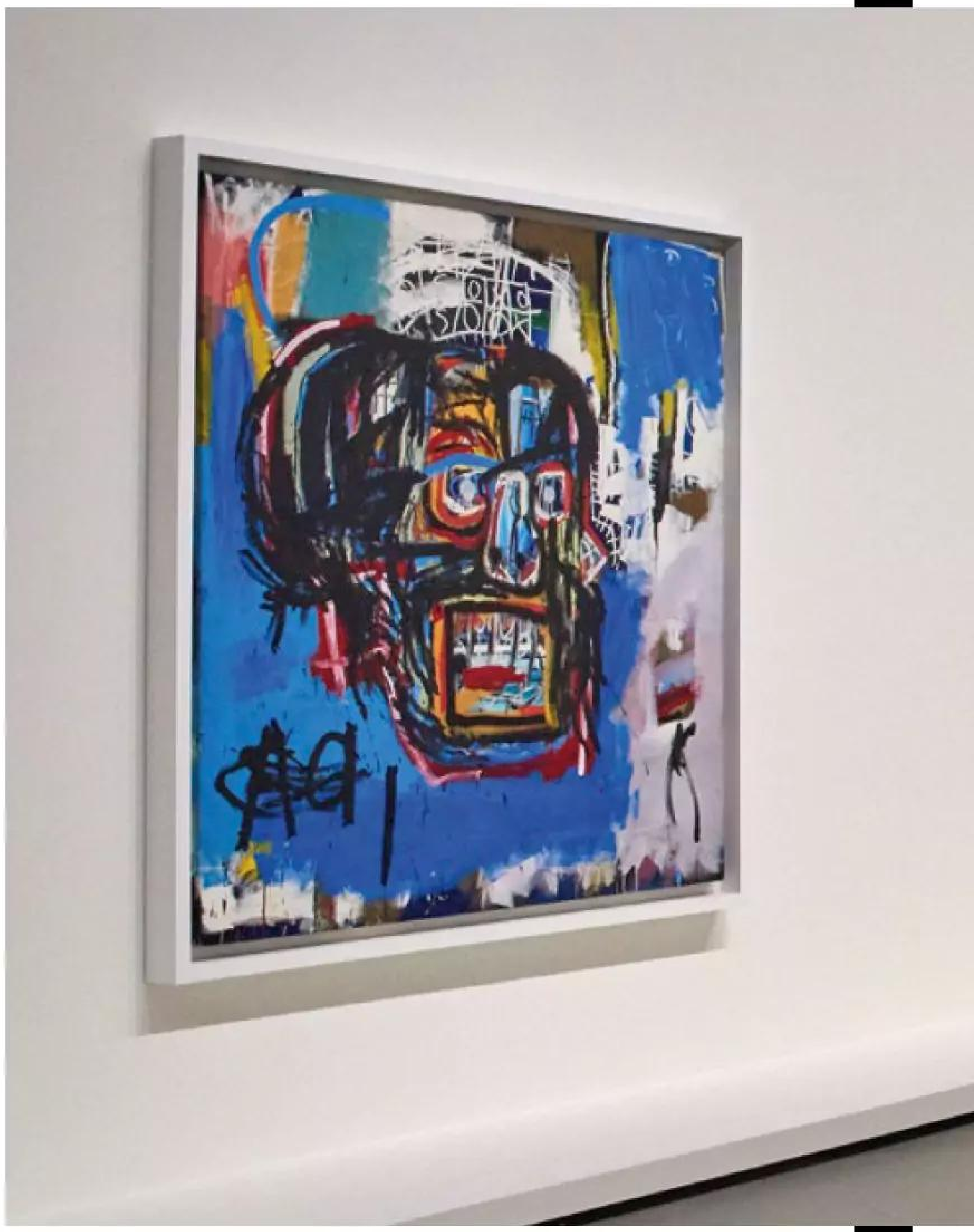
Coming out on top this year, however, are dealers Hauser & Wirth, as one of their artists, American conceptualist Rashid Johnson, is having a mid-career retrospective at the heavy-hitting Solomon R. Guggenheim Museum in New York through to 18 January 2026.

The spotlight is also on German art dealer David Zwirner as figurative painter Noah Davis has his first museum retrospective, travelling worldwide from Potsdam's Das Minsk to London's Barbican Art Gallery and, from 8 June to 31 August, to the cutting-edge Hammer Museum in Los Angeles.

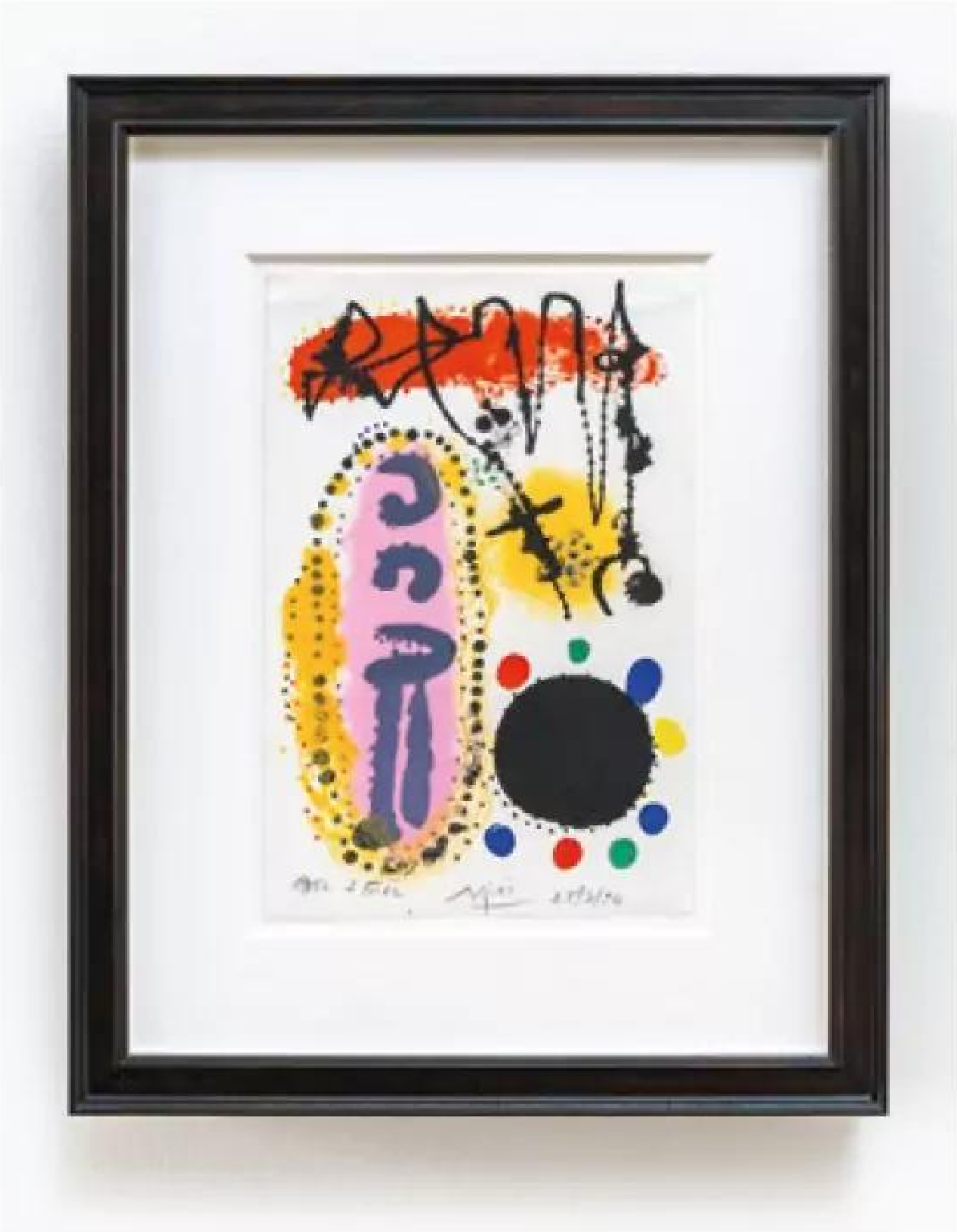
These big shows "push [an artist's] trajectory as an asset to hold", says Los Angeles-based collector Arushi Kapoor, founder of art advisory The Agency Art House.

And it's not just the dealers in paintings that are ones to watch this year. There's also print dealer Lyndsey Ingram, who has recently opened a second gallery in London's Mayfair gallery as others are closing theirs, and continues to nab the top end of her market. Consider the rare Joan Miró lithographs and etchings at her first booth at TEFAF in Maastricht earlier this year. Bought over a five-year period, she says, these unusual abstract pieces are from his rare early works in the 1940s and 1950s.

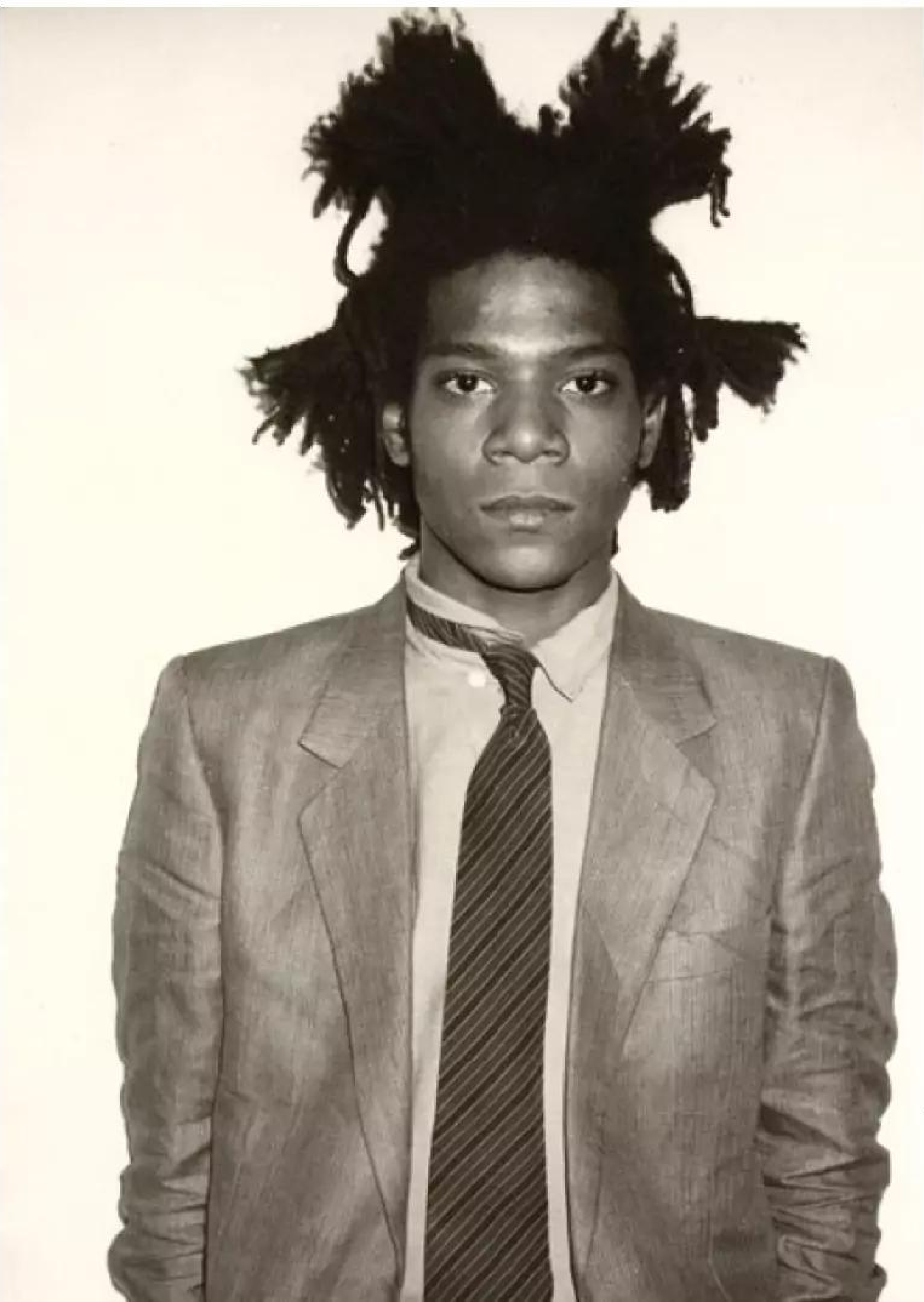
So how do you choose the galleries from which to buy art? "Trust is always an issue when you get into art," says Astor Salcedo, founder of AMS Art Advisory, which specialises in fine art for the yachting sector. "Luckily the art market is not very big, and you do get to know a lot of people fast. If you don't know the gallery it usually takes two or three phone calls and somebody from my network will have some information," he says.



Above: Chinese artist Ai Weiwei is represented by UK dealer Nicholas Logsdail, owner of London's Lisson Gallery. Right: American conceptualist Rashid Johnson is with contemporary art dealers Hauser & Wirth



Above: A La Santé du Serpent *by Joan Miró, a 1954 lithograph printed in colours, from print dealer Lyndsey Ingram. Above left: artworks displayed on board 122m* Kismet. *Below left: a painting by American artist Jean-Michel Basquiat, pictured below in 1982*



PHOTOGRAPHY: COURTESY OF ART BASEL; BLUEPROD; MANUEL LAGOS CID/PARIS MATCH VIA GETTY IMAGES; ALBUM/ ALAMY STOCK PHOTO; COURTESY OF LYNDSEY INGRAM; JUSTIN TALLIS/AFP VIA GETTY IMAGES; JOSHUA WOODS

> **"When people realise that a client is a yacht owner, they sometimes elevate the price"**

Kapoor undertakes research and due diligence "on everything from provenance to who you're purchasing artwork from", which is of the utmost importance as the art world is unregulated, she says. Her advice is to spend time with dealers over a year at least and to ask a lot of questions, such as how long the gallery has been in business for, "because a lot of people pop up for a year", she says. She buys only from galleries that have been running for at least three years, she says.

Salcedo, who has been working with superyacht owners for around five years, believes there are two ways that this group approaches their art collections. There are those who buy for their "own collection that then [they] start managing to get onto the vessel", he says. "But then you have some yacht owners who maybe are not interested in spending tons of money, but they like art and you still have to look for good-quality pieces that inspire them and that go well with their boat," he explains, estimating that for this type of owner, he spends about €20,000 to €30,000 (£16,800 to £25,000) per piece.

Picking art for superyacht owners is a process, says Salcedo, who assists them with what they look at, the artist's background, the way they work and sometimes on price negotiation, because when people realise that a client is a yacht owner, they sometimes "elevate the price unnecessarily", he says.

Size matters, and it's not just that an artwork has to fit the width and height of a panel, but it's the depth as well, especially in a narrow hallway. Sculptures are the toughest works to purchase because obviously superyachts move, and ways to fix the piece on board are a big consideration. Top-heavy works are often drilled into the floor, while smaller structures are glued with museum wax. Salcedo avoids fine sculptures as they can be too fragile.

Similarly, some art forms are sensitive to environmental conditions such as sunlight or humidity, so the work's display location is a buying consideration too. For example, early black-and-white photographs shot on celluloid should be positioned away from sunlight "because the photograph would be destroyed. It would change colour and you can't repair it," says Tilman Kriesel, founder of his Hamburg-based eponymous art advisory. Instead, some yacht owners display a digital copy of the original photograph, he says.

And let's not forget the legal issues that might affect onboard art as a superyacht sails from one jurisdiction to another. Some works are forbidden from being exported from a country where the artist is considered a national hero – such as Pablo Picasso's works in Spain, unless the owner can prove the work "is not of interest to [Spanish] culture", says Kriesel.

Yet whether buying for a home on land or a yacht at sea, quality and value as an investment over the long term remains the same. ■

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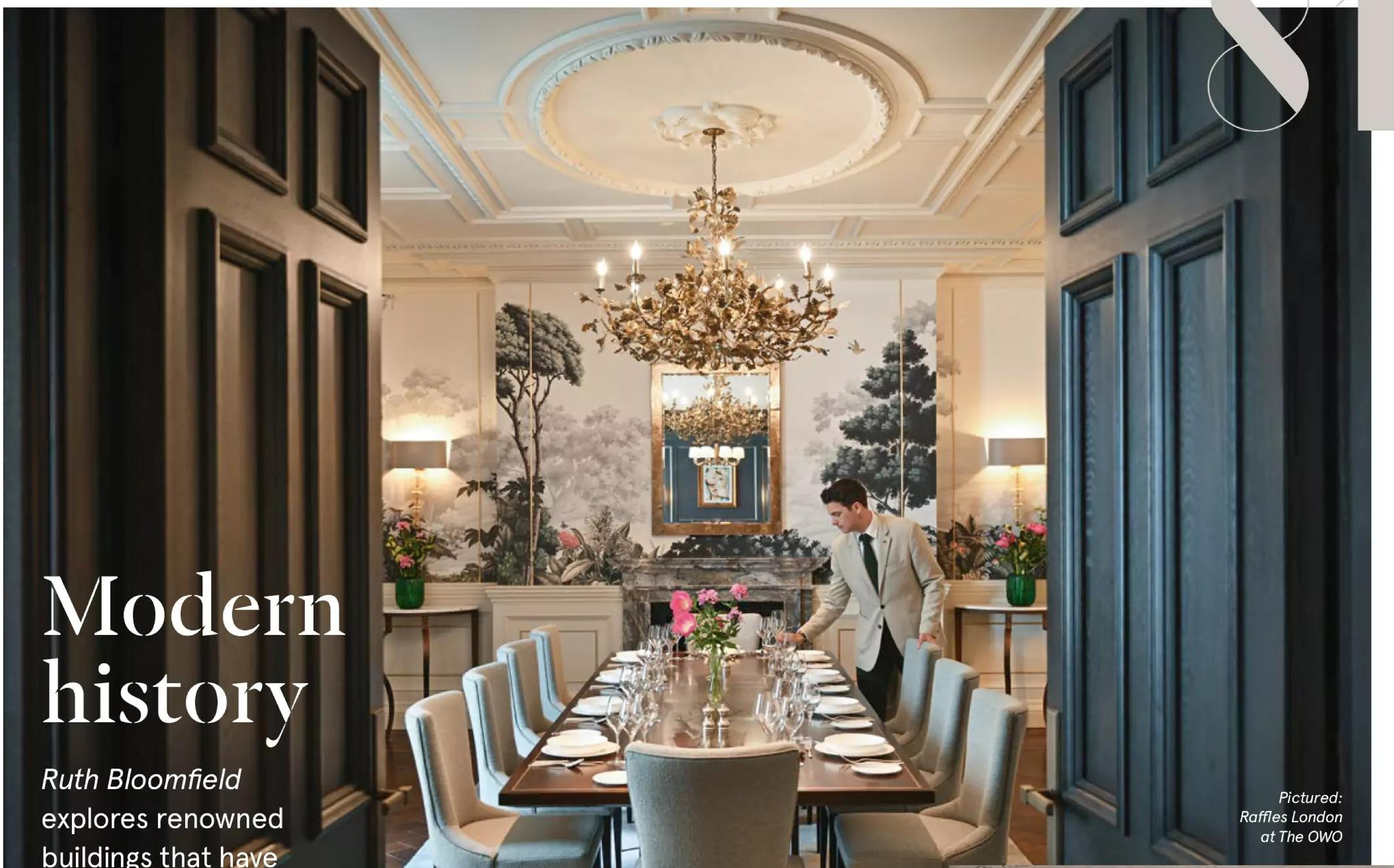


Modern history

Ruth Bloomfield explores renowned buildings that have been renovated and rejuvenated for the modern superprime markets

Pictured: Raffles London at The OWO

PHOTOGRAPHY: RAFFLES LONDON AT THE OWO

Homes in landmark buildings hold a unique appeal for superprime buyers, offering an alluring mix of authentic historic patina plus all the modern luxuries you would find in a brand-new building.

Buyers across Europe and North America have proved willing to pay significant premiums for this combination of iconic architecture, back-story and superlative interior design.

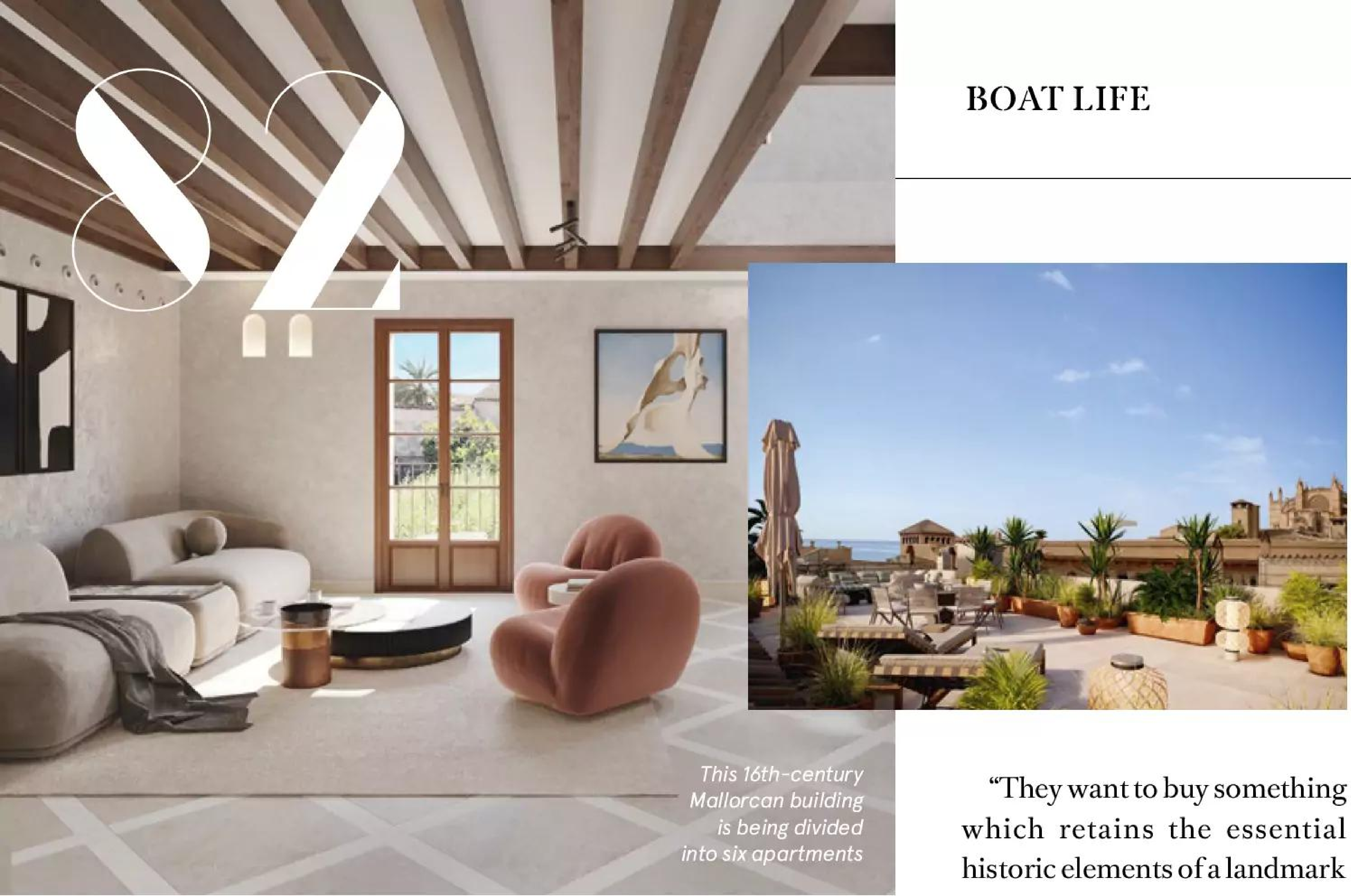
In some cases, the availability of this kind of property has even helped to transform entire real-estate markets. In Lisbon, the capital of Portugal, the intense redevelopment of run-down but beautiful city centre buildings has contributed to dramatic recent price growth. According to estate agent Engel & Völkers, average sale prices jumped from €2,682 (£2,250) per square metre in 2012 to €4,758 by last year.

Frederico Mendoça, partner at Cluttons Portugal, says mature international buyers, mainly from northern Europe, tend to be charmed by this kind of home.

"Traditionally a good conversion of a historic building can be 20 per cent more expensive than a new building," says Mendoça. "Typically, these buildings are located in prime areas, so we can say that there is a bonus you have to pay when buying a refurbished unit compared to a new one."

A proviso is that while buyers might be seduced by original tiles and frescoes, they are also focused on mod cons. "They want everything," Mendoça says. "Parking space for an antique car, noble finishings on the bathrooms and modern and sophisticated kitchens."

Alice Watson-Smith, managing director of Fine & Country estate agents in the French Riviera, agrees that beautifully finished historic conversions are first among property equals. "Buyers are often drawn in by the appeal that comes with the associated architecture, including high ceilings, spacious rooms, ornate mouldings



This 16th-century Mallorcan building is being divided into six apartments

> “Traditionally, a good conversion of a historic building can be 20 per cent more expensive than a new building”

and, of course, the lovely façades of the homes themselves,” she explains.

Again, it is overseas buyers – from Europe, North America and the Middle East in particular – who covet France’s historic homes, says Watson-Smith. And since few have the appetite to take on a fixer-upper, ready-made renovations occupy a property sweet spot.

London, of course, has long been a prime spot for restoration projects. One of the most eagerly awaited superprime developments of recent years was Raffles London at The OWO.

The Old War Office was a landmark Edwardian Government building where prime minister Winston Churchill based himself while leading Britain through the Second World War.

An eight-year, £1.4 billion renovation of the splendid baroque building was completed in 2023 and has transformed the space into 85 private residences. More than half of the homes have been sold despite stiff prices (starting at £4 million for a studio).

Amenities include all the usual suspects – gym, swimming pool, boardroom – plus a private cinema, games room and Guerlain spa. There are also nine restaurants and three bars.

The Balearic Islands are another hotspot for high-grade historic renovations. Terence Panton, managing partner at Palma’s Engel & Völkers estate agents, says that many buyers make a beeline for the city’s characterful Old Town when looking for a property, whether a family home or a holiday apartment.

“They want to buy something which retains the essential historic elements of a landmark building and that has been stylishly converted to incorporate contemporary design,” says Panton.

Smartly renovated historic homes can achieve prices of €10,000 to €15,000 per square metre, and Panton feels that limited supply in this small city should guarantee a decent return when buyers come to sell.

On the other side of the Atlantic, Rory McMullen, head of the North America desk at Savills’ private office, says well-designed conversions have the distinction that many buyers prefer over “cookie cutter” new builds.

Of course, not all conversions are equal. Some may have awkward layouts or lack spectacular views. “No one wants a conversion if it compromises on anything a new build will offer,” he explains.

The best New York conversions, like The Woolworth Building, 10 Madison Square West, and 720 West End Avenue all offer their residents concierge and security services, gyms and swimming pools, plus outdoor terraces and lounge areas. “Buyers will not compromise on quality for charm alone, but add some history and authenticity to an exceptional residence and you have pure gold,” says McMullen. ■

Raffles London at The OWO

ON THE MARKET

€4.5 MILLION

This five-bedroom apartment is housed within an art deco-style building in Lisbon’s Saldanha neighbourhood. The newly restored building has a grand entrance hall, while the apartment has high ceilings, floor-to-ceiling windows, elaborate ceiling cornicing and a modern, streamlined kitchen. *cluttons.com*

$5.495 MILLION

The US may not have as many historic buildings as Europe, but this 316m² warehouse apartment from 1879 in New York City’s Flatiron District has lots of period charm, with high ceilings, cast-iron columns, statement windows and lots of bare brickwork. There’s also an industrial-style kitchen and stylish bathrooms. *savills.com*

€4.6 MILLION

This pared-down, contemporary three-bedroom penthouse apartment on the top floor of a 16th-century mansion is in Palma de Mallorca’s evocative Calatrava neighbourhood and measures 232m². *ev-mallorca.com*

PHOTOGRAPHY: ENGEL & VÖLKERS MALLORCA PALMA CENTRE; RAFFLES LONDON AT THE OWO

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For him

Mr Brunello horn sunglasses, £1,868, brunellocucinelli.com

Sydney linen navy shorts, £225, derek-rose.com

Cotton-twill flat-front chinos, £425, dunhill.com

Spring into style

Belle Rice picks out the coolest pieces for a fresh new look

Nassau linen jacket in sky blue, £285, lovebrand.com

Big Pilot's Watch 43 Tourbillon Le Petit Prince, £72,000, iwc.com

Hydro swimmable trainers, £295, orlebarbrown.com

"Piqures Sellier" cotton t-shirt, £410, hermes.com

Savile Row cotton-cashmere buttoned jumper, £300, hackett.com

Swim shorts in dancing fish print, £240, vilebrequin.com

Slim-fit linen shirt, £180, onia.com

UPF50+ rashguard, £95, vilebrequin.com

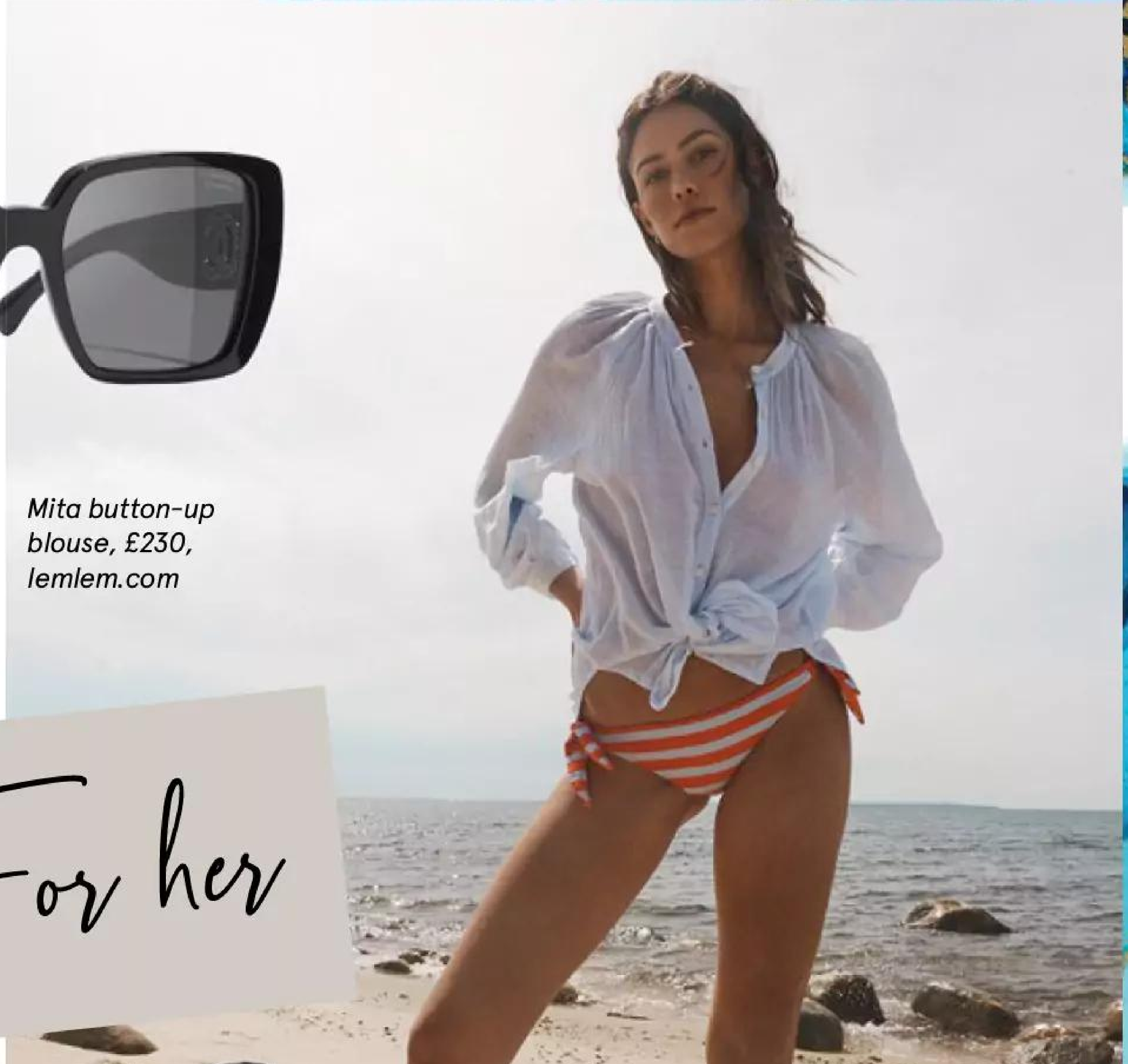
Weekender leather holdall, £725, lucafaloni.com

Seaside Walk espadrilles in suede, £535, loropiana.com

PHOTOGRAPHY: ANNA BABI/ALAMY STOCK PHOTO

For her

Square sunglasses in black acetate, £455, chanel.com



Mita button-up blouse, £230, lemlem.com

Lac De Sainte Croix linen shirt in white, £96, mondayswimwear.com

Crush scalloped shift dress, £1,100, zimmermann.com

Shismi leather sandal in off-white, £185, ancient-greek-sandals.com

Dior Cabinet de Curiosités earrings, £370, dior.com

Dolce & Gabbana Maiolica off-the-shoulder printed cotton-poplin top, £575, net-a-porter.com

Icone tank one-piece swimsuit, £575, eresparis.com

Khaite Mags silk minidress, £1,750, mytheresa.com

Short-sleeve mock neck top and high-waisted, wide-leg trousers, £1,150 and £1,350 carolinaherrera.com

Gucci printed lace shorts, £1,300, net-a-porter.com

The Soli beach basket bag, £425, jacquemus.com

Callasli leather slingback sandals in gold, £675, manoloblahnik.com

Elle Natural Hat, £152, odabash.com

PHOTOGRAPHY: ANNA BABII/ALAMY STOCK PHOTO

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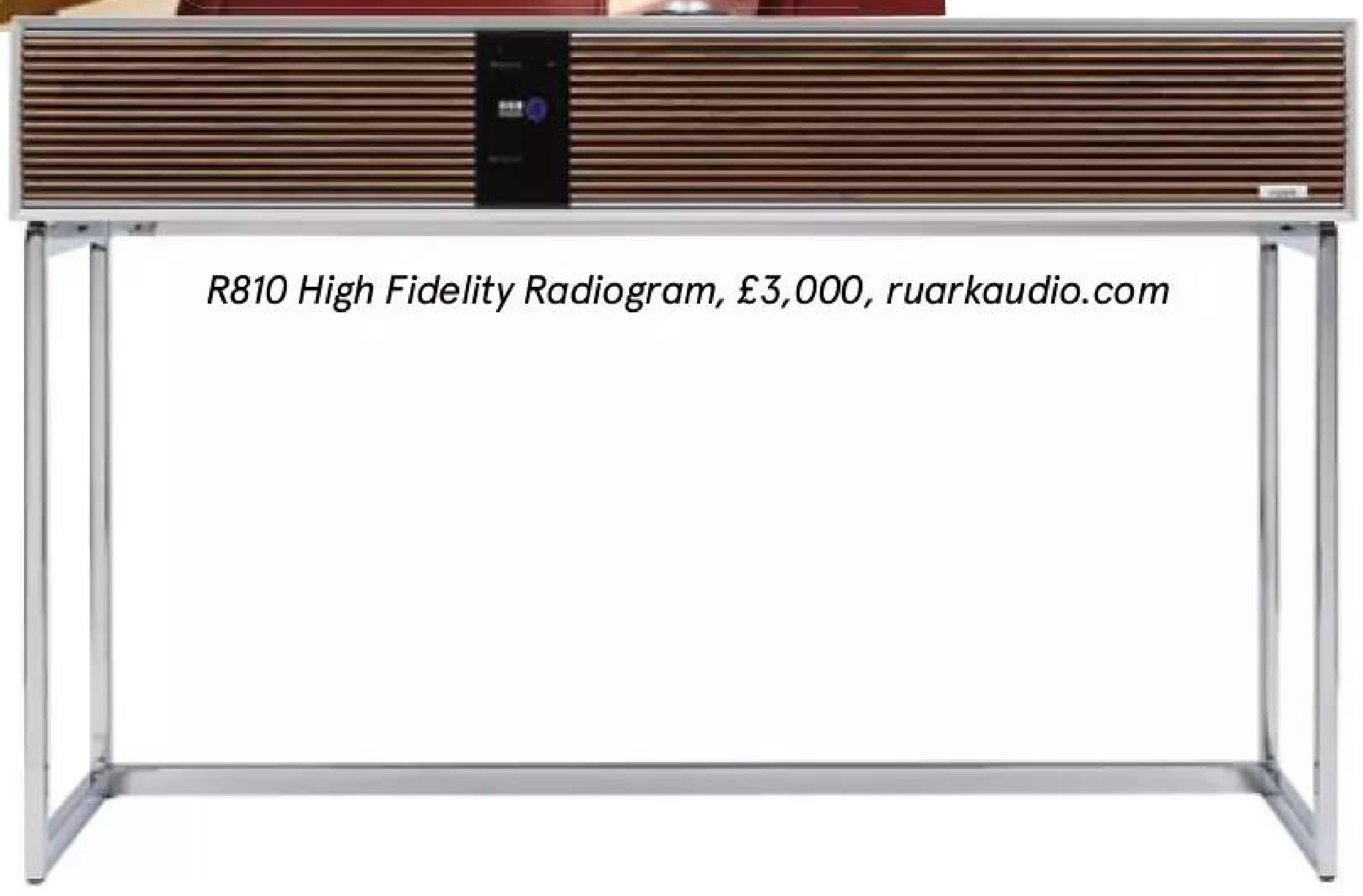
Pro-Ject Audio The Dark Side Of The Moon Special Edition Turntable, £1,599, henleyaudio.co.uk

YSL x Cotodama lyric speaker box, £2,415, ysl.com

Beosound Shape modular wall-mounted speakers, £5,900, bang-olufsen.com

Astrolith Dual Planar IEM in-ear headphones, £2,199, premiumsound.co.uk

OMNIS-DUO portable all-in-one DJ system, £1,369, alphatheta.com



R810 High Fidelity Radiogram, £3,000, ruarkaudio.com

By **Belle Rice**

PHOTOGRAPHY: SHUTTERSTOCK

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Design 2025 Report

OBJETS AND ART | HIGH-FLYING FURNITURE | OUTDOOR ESSENTIALS

Edited by Belle Rice

PHOTOGRAPHY: OLGA THELAVART ON UNSPLASH

The top table

The founder of Sabrina Monte-Carlo – and queen of the Monaco superyacht scene – lays out her tablescaping advice for *Emma Love*

“On a yacht, you spend most of the day sitting around a table, eating and having fun,” says Monaco-based Sabrina Monteleone-Øino, reflecting on life at sea. And she should know. Having been designing superyacht and residential interiors for 26 years, the in-demand founder of Sabrina Monte-Carlo is more qualified than most to understand what clients want – including beautiful tablescaping. “If you're staying on a boat for two weeks, you don't want to use the same plates every mealtime. In the evening, for instance, dinner might be more formal – unless it's sushi night, and then you need a completely different range of bowls and chopsticks.’

These days, tableware might be a key part of the family-run business (one of her daughters, creative director Carla, is the expert; the other, Manola, is in charge of interior projects and the Sabrina Kids store that opened in 2020) but it all began with something rather different: outdoor furniture. “I had moved to a new apartment in Monaco and couldn't find any beautiful furniture for the terrace,” recalls Monteleone-Øino who, at the time, owned a designer fashion boutique. “I didn't want to have a furniture showroom: I wanted the shop to look like a house, so I added beach towels, champagne glasses and coffee cups to give it real ambience.”

Supplying yacht owners and designers (including her husband, Espen Øino, founder of the eponymous motoryacht design firm) with everything from the chicest sunloungers to spoons was the next organic step, and today the company has worked on more than 150 superyachts. Current projects range from designing the interiors for 14 apartments in Monaco's new Mareterra neighbourhood, and the Ulyssia Residences on residential superyacht MS *Ulyssia*, to the Sabrina Babies store, which will take the total number of showrooms to eight when it opens this May. There's also an online shop – “it's useful in emergencies: if you break some plates, no matter where you are in the world we can ship more immediately” – and ongoing partnerships with some of the most exclusive manufacturers in the industry, such as Dedar, Alberto Pinto and JL Coquet.

What are the current trends in tablescaping? “Before Covid, tableware was all white, silver and gold,” says Monteleone-Øino. “Of course, we are known for our Mediterranean style so turquoise is always our number one but yellow is becoming popular and many clients are asking for touches of pink too. Everything is colourful and more playful now.” *sabrinamontecarlo.com*

SUSHI SENSATIONS

Truffle-Bee faux leather placemats, £210 for set of two

Puiforcat Cannes silver-plated four-piece chopsticks set, £695

Kyoto petite Assiette Rectangulaire, £300

Cristallerie de Montbronn Wave tumblers, £182

> **“If you break some plates, no matter where you are in the world we can ship more [to you] immediately”**

PHOTOGRAPHY: YVAN GRUBSKI

PIZZA, PASTA AND PINOT

GOOD
Time
TONIGHT
DON'T STOP 'TIL YOU GET ENOUGH

Bitossi Home plates, £33 each

Festa ma Che Bella ma Che Bella Questa Festa

Etretat Love napkins, £100 for set of two

Sabrina's top tablescaping tips

- Dress your table according to the menu and don't forget to add soup spoons if soup is being served!
- Opt for low centrepieces and floral arrangements that won't obstruct your view across the table – you want to be able to see the person you are speaking to
- Decide on a specific colour scheme to make your tablescape unique

FINE AND FORMAL

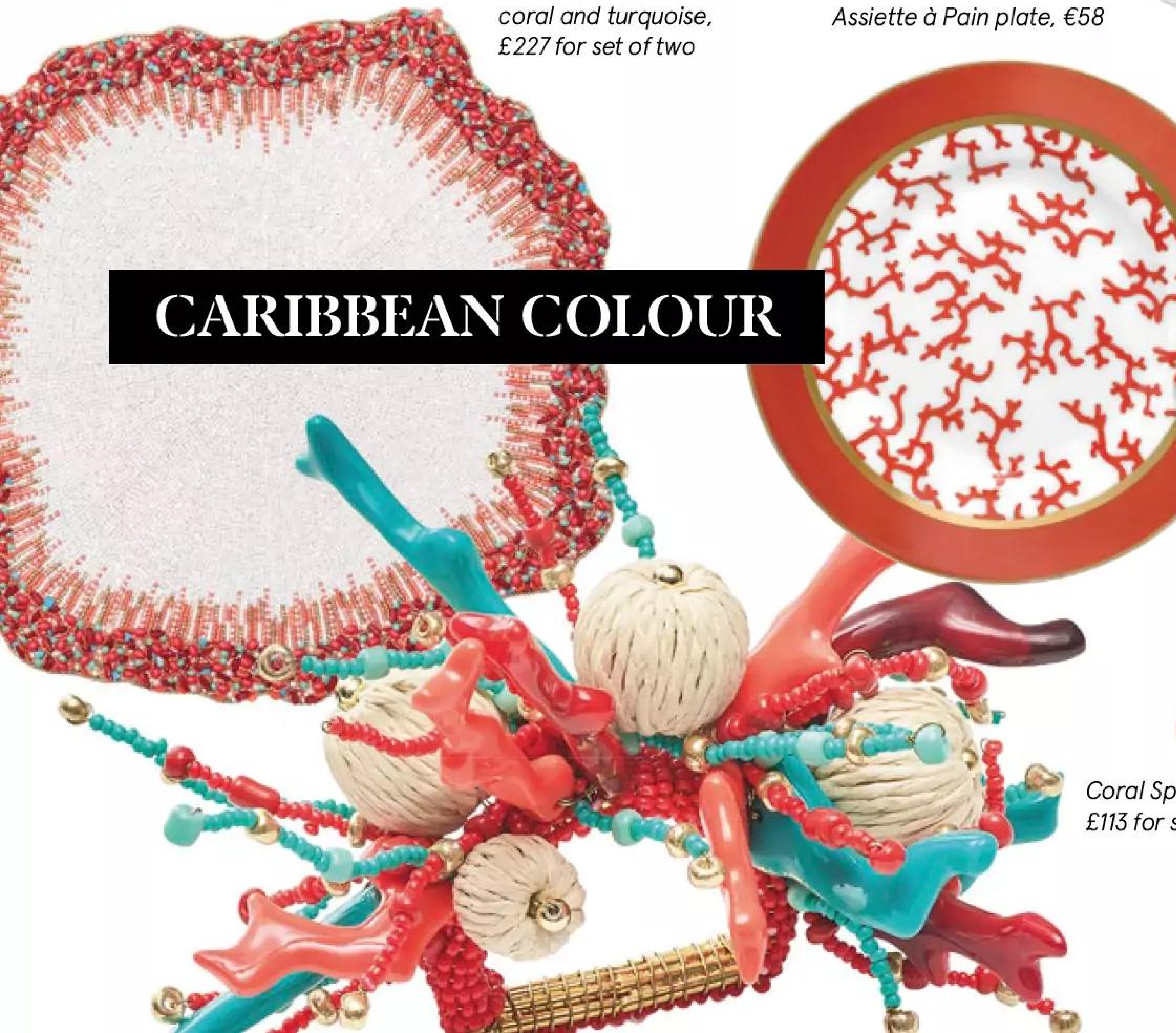
Onde Turquoise dinner set, from £63

Lalique 2 Poissons decanter in clear crystal, £2,440

The Box Creme Martelé in 925 Sterling Silver by Robbe & Berking, £2,243

Daum small sea turtle in blue, £160

CARIBBEAN COLOUR



Kim Seybert Reef Chic Placemat in white, coral and turquoise, £227 for set of two

Assiette à Pain plate, €58

Coral Spray napkin rings, £113 for set of four

Christofle Talisman Orange Blossom Flatware, $230 to $1,510

Massimo Lunardon Pufferfish decanter in teal, POA, all sabrinamontecarlo.com

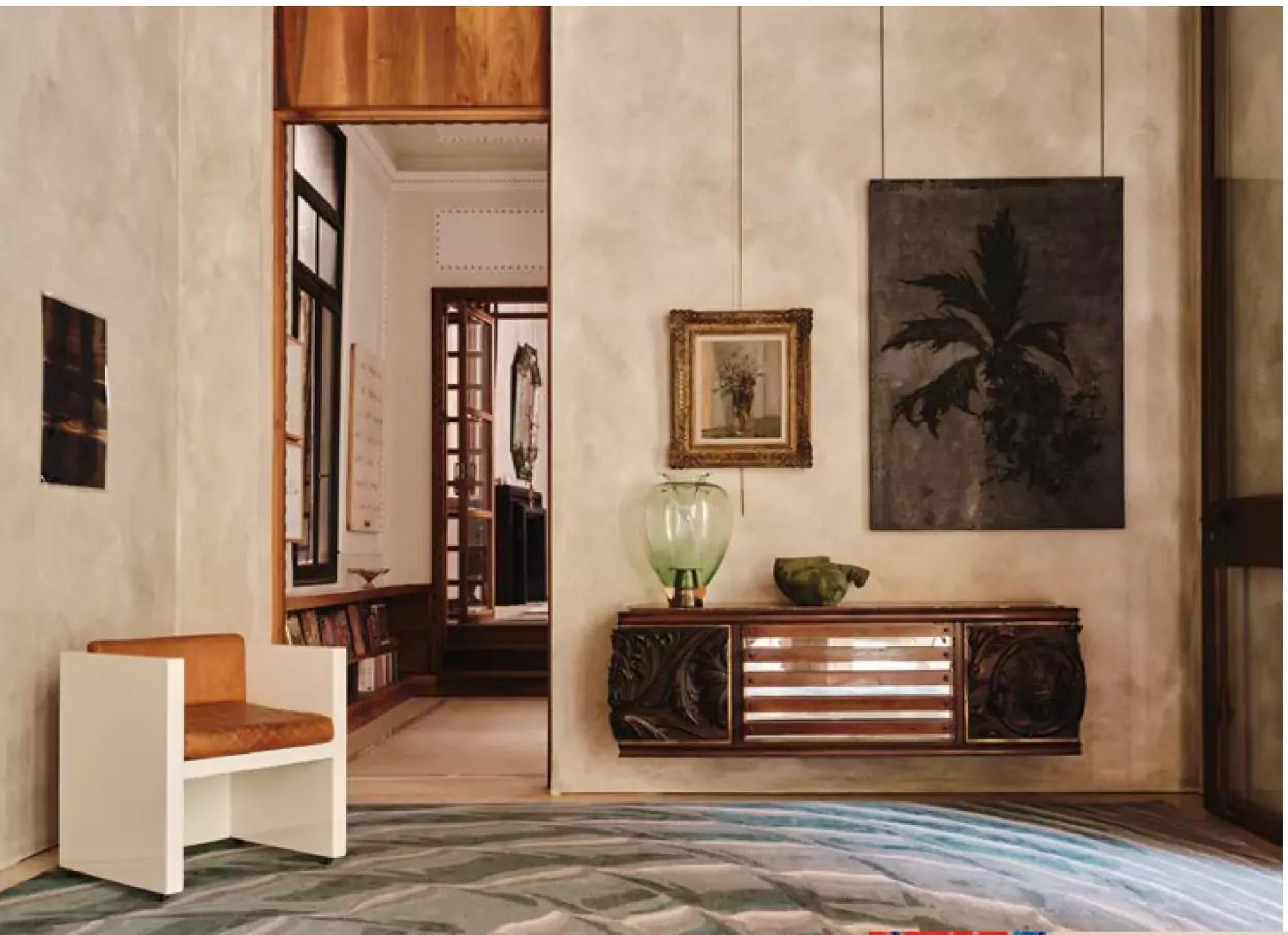
Material reality

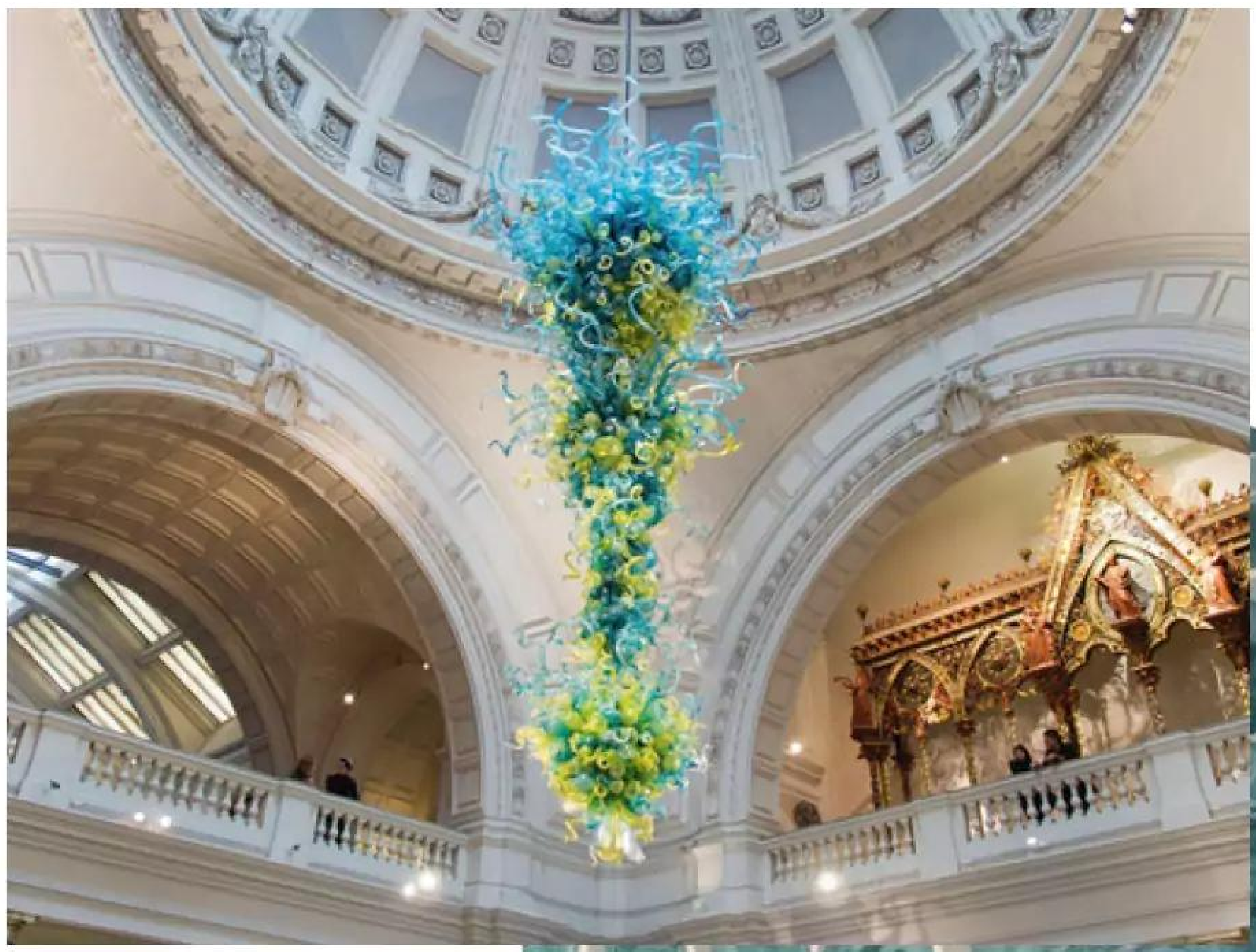
As Dale Chihuly and The Rug Company launch a marine-inspired collaboration, *Pip Rich* explores the collection of diaphanous designs

If you're familiar with the work of the American artist Dale Chihuly, it's quite probably due to the eight-metre chandelier he created to hang in the central atrium of London's Victoria and Albert Museum, curlicues of glass snaking out from its length in sea-like shades of blues and green. Or perhaps it's his football field-sized ceiling at the Bellagio in Las Vegas, a kaleidoscope of glass bursts shaped to somehow look like both jellyfish and flower petals, suspended above the lobby. Wherever you've come across Chihuly's art it's almost certainly glass. Which makes his new collaboration with The Rug Company for a series of carpets that launches this month all the more unexpected. How could his visceral, translucent and delicate installations translate into textiles for the floor?

"It's actually not as much of a leap as you might think, for us to collaborate with The Rug Company," says Leslie Chihuly, Dale's wife, business partner and head of partnerships. (Dale, now in his early eighties, rarely gives interviews these days.) "He studied interior architecture at college where he learned the art of weaving, and the tactile nature of textiles is always something he has loved," she says, alluding to how his interest in Native American woven work has led to him amassing what is now the largest

PHOTOGRAPHY: THE RUG COMPANY; KERRICK JAMES/ALAMY STOCK PHOTO: JON BOWER/ALAMY STOCK PHOTO: MATT CROSSICK/ALAMY STOCK PHOTO





Opposite page: the rugs of the new Masterpieces II by Chihuly collection, including Coho. Above and far right: River. Right: artist Dale Chihuly, whose works grace the V&A (top right) and the Bellagio Casino (bottom)

collection of Northwest coast baskets and blankets in the US. But perhaps what remains surprising is that these rugs aren't merely created to evoke the spiralling shapes of his most famous work transposed into a carpet. Instead, designers at The Rug Company zeroed in on tiny aspects of his output, zooming into a corner or a shard and how the light was catching it, then blowing it up to create a carpet that can be almost unrecognisably Chihuly, yet with the same diaphanous beauty. "These aren't 1:1 translations," Leslie says. "And you might not immediately appreciate the connection. But we gave The Rug Company a portfolio of images and decided to wait and see what they could do with them." Chihuly's involvement was then to tweak the colour of the prototypes, to perfect what the brand was doing. "I loved going into the showroom during the process, seeing which parts were spot on and which needed, say, a little more pink to be added," Leslie says. "The result is a body of work that shares Dale's variety of colour and the way he expresses his vision – they definitely feel like Chihuly."

Chihuly and the water have always gone hand in hand. Leslie first met Dale 31 years ago, around the time of Chihuly Over Venice, an ambitious project in the mid 1990s that saw a series of his chandeliers hung above the city's many bridges. "Dale has always loved water, and our studio in Seattle looks straight out onto the ocean," Leslie says. In many ways, these new rugs are reminiscent of the sea in some way, with a wave-like movement to them, or the intricate and delicate markings of a shell. With names that evoke the marine world – Oyster, Scallop, Coho, River – they are made to be used on boats, Leslie believes. "We at Chihuly have done a lot of work for yachts, installing glass on board many ships, so we understand how the owners love to be surrounded by beautiful things," she says. "Each of these designs has a connection to the water, so it's natural for them to be included in a yacht's decor. Plus, The Rug Company is so good at imagining how to take a design so that it will go up a staircase, or be a beautiful centrepiece under a coffee table, and with all the light that comes through into a yacht these carpets will just shimmer. It's very luxe to be able to take your shoes off and step onto a beautifully made rug," she continues. "It's both cosy and elegant to have that texture underfoot."

> "We always try to find incredible artists to work with, but this partnership with Dale Chihuly really tested our skills"

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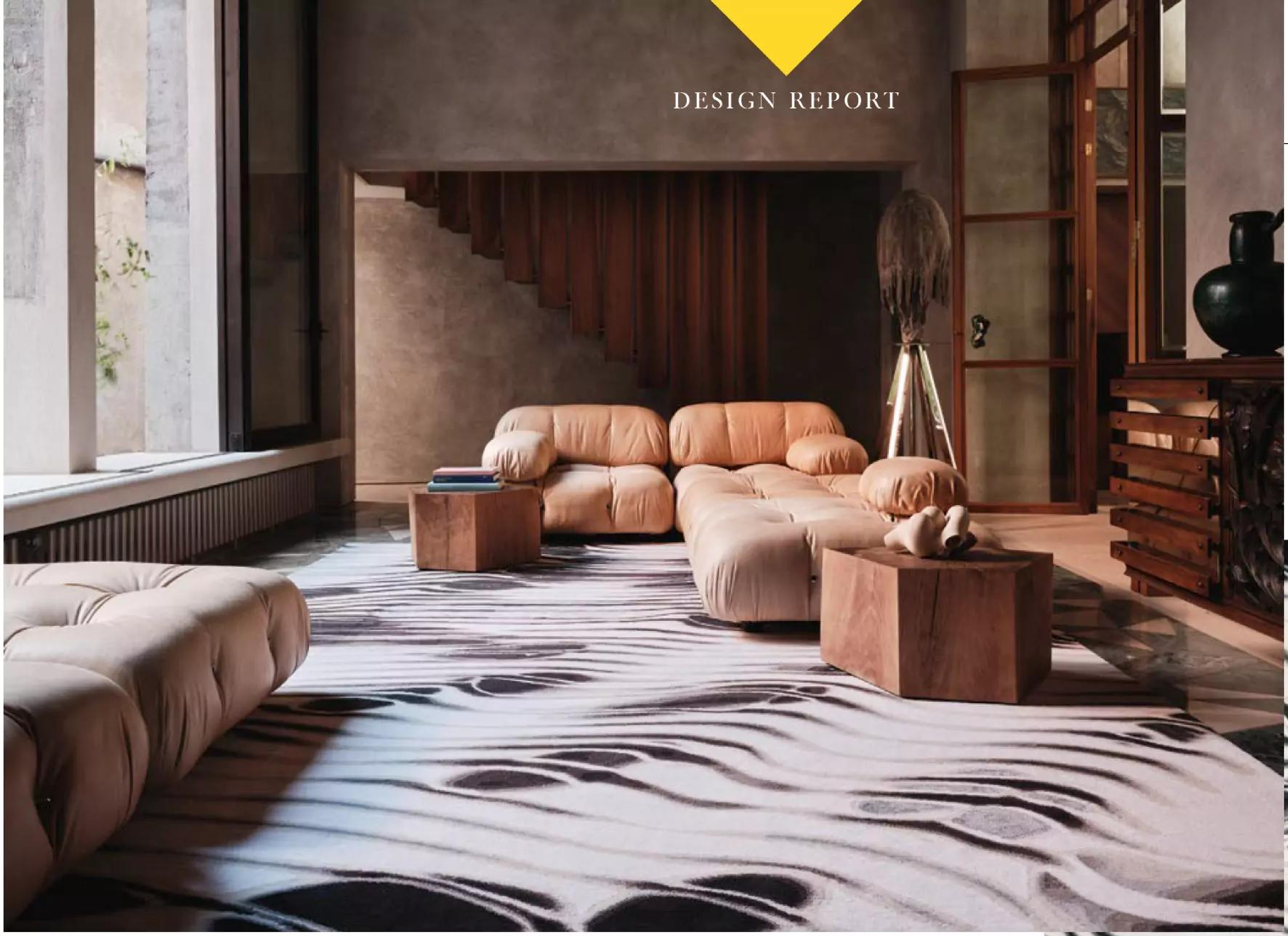

This latest Chihuly collaboration is actually the second with The Rug Company, the first being released in 2020, and with a slightly more literal translation of Dale's designs. From the initial partnership, Leslie chose the Pheasant rug in a round shape for the entryway of her Santa Fe home. "It totally changes how that space feels, to have something so patterned, so vibrant, so richly coloured and so beautiful. I love having guests over to see their reactions – people always comment on the rug."

> "We think of our rugs as art. Sometimes people actually display them on their walls"

Partnering with high-profile creatives is nothing new for The Rug Company, and the Chihuly collections are the most recent in a long line of stellar artistic unions. Over the years it has teamed up with the likes of fashion designers Vivienne Westwood and Diane von Furstenberg, and interiors legends such as Jonthan Adler and Kelly Wearstler. "We always try to find incredible artists to work with," says Abby Olson, The Rug Company's New York-based creative director. "But this partnership with Chihuly really tested our skills, it was very hard to do. Glass is one of the most difficult objects to translate to textiles and it took a lot of very intricate blending and very laborious techniques to get there." To achieve the heart-stopping translucency of these designs, Olson's team experimented with gradients of pigment and the mixing of materials. "Our weavers dyed dozens and dozens of colours, and then intricately paired matt wool fibres with silk to create a subtle sheen."

The result of all this painstaking practice is that, like Chihuly's installations, the rugs have become works of art in their own right. "We do think of our rugs as art," Olson agrees. "Sometimes people actually display them on their walls – they can be quite stunning. The cool thing about textiles and rugs in general is they're meant to be relatable and touched, so it's more approachable than traditionally wall-hung art, something that you live and interact with. There is a relationship you build with a rug through touch that you don't get with most art." Like Leslie, she thinks these works are a natural fit for use on a yacht. "For people who are living on a boat you need a sense of home and of being grounded," she says. "And what better way to do that than feeling the softness of a rug through your feet? When you're on board you're not usually walking around with shoes on, life tends to be a little more casual, so you need something plush to cover the floor."

"We've been in a dialogue about what counts as art for decades," Leslie says. "People talk about wearable art or artful design. Call these rugs what you want, as Dale and I don't bother with the semantics. A rug is meant to be lived with, enjoyed, a functionally decorative piece that might end up having coffee spilled on it as life goes on around it. We don't need to be fussy, we can appreciate them for what they are: incredible pieces of artistic expression that can enhance the mood, feel and look of where we live." *therugcompany.com*

Above: Scallop in The Rug Company's second collaboration with glass artist Dale Chihuly. Below: Coho. Rather than literally translating glass shapes to rugs, the collection uses Chihuly's range of colour to evoke a similar feeling to his artworks

PHOTOGRAPHY: THE RUG COMPANY

OUTDOOR
HAUTE COUTURE

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DFN
OUTDOOR

Co-ordinate your cabins

Want your jet's interior to match your superyacht's? With these studios it's possible, says *Paul Eden*

Left and above: Winch Design has developed methods that allow it to create a luxurious finish while adhering to aviation legislation. Bottom right: Duncan Aviation offers custom interior refurbishment services

A yacht's interior reflects an owner's tastes, comforts and eccentricities. So, can a jet cabin do the same thing by referencing the yacht's aesthetic? Absolutely – but not how one might expect.

Limitations can be narrower, says Mike Sutton, an associate at Winch Design. "The constraints of a fixed cylindrical shape, limited space, safety requirements and minimal natural light make the initial aircraft interior design requirements especially demanding," he explains, contrasting it to the open spaces of a superyacht that enable design ideas to run freer.

Headroom on an aircraft is often limited, which introduces challenges less common in yacht design, and floor plans are unavoidably linear, even on the largest of jets. Nonetheless, many owners are delighted with their yacht-inspired private aircraft and while some simple features are impossible to replicate, cabins from Winch Design, Duncan Aviation and F/YACHTING, among others, help redefine what's possible in aircraft interior design.

Duncan Aviation

For Molly Pfeiffer, senior lead designer at Duncan Aviation in Utah, a yacht-inspired Gulfstream V project was as challenging as it was fun. "The owner's yacht was being built at the same time. Carlo Borromeo, of BorromeodeSilva, was working on the yacht design and I worked with him on the aircraft. That's where ideas including the teak flooring and porthole windows came from. The owner had also seen photos of a Grumman Albatross flying boat cabin and that inspired the greens in the GV palette."

The yacht was being finished with a mid-century modern style, and Pfeiffer wanted that vibe for the aircraft, "with wood everywhere, for that warm, cruising yacht feel".

The GV's wooden walls and stone side ledges may look entirely authentic, but they are not. "The wood is a vinyl wrap because veneer was impossible. The stone look for the drink rails and credenza top was dipped, because stone can be difficult to shape and is too heavy. It's only when people touch the surfaces that they realise."

Winch Design

Winch Design entered the aviation world in 2002, when a prospective sailing yacht client ordered a Boeing Business Jet. "Given the similarities between aircraft and sailing boat design – working within compact, irregular spaces; integrating multifunctional areas and using lightweight materials – it was a natural transition, leading to the creation of the aviation studio," says Sutton.

But business jet interiors do bring additional complexity. "Everything must be securely fixed to the fuselage, requiring extensive knowledge of the certifications that govern aviation. Winch Design has developed details and features that achieve a high luxury finish while adhering to these certification requirements.

"Still, certain commonplace features on land are impossible," says Sutton. "A bathtub, for example, is impractical with turbulence. For aircraft we offer steam showers in place of a bath."

F/YACHTING

A sister company to F/LIST, which designs ultra-luxe spaces on both private jets and residential projects, F/YACHTING was announced in May 2024, alongside the opening of its F/LAB R&D facility, and it promises to bring aircraft interiors expertise to yachting through complete in-house design.

Building on its 75 years of experience, F/YACHTING expands upon work begun in 2004, when F/LIST developed materials for use aboard yachts. This led to the company examining lightweight materials, which brought it to aviation. The sector now accounts for 75 per cent of its business and is feeding developments such as morphing furniture and upcycled sustainable materials back into yacht design.

F/LIST has reimagined the use of cabin space and developed new customisable surfaces, such as Linfinium (right), in its F/LAB R&D facility

PHOTOGRAPHY: WINCH DESIGN; MARK NICHOLSON; COURTESY F/LIST; COURTESY DUNCAN AVIATION

A tale of two cities

The renowned Miami-based Carla Guilhem Design Studio opens a new studio in Rome

Imagine a design studio that epitomises the vibrant energy, excitement and laid-back elegance of Miami and then combines it with the classical influences and timeless artisanship of the ancient city of Rome. With the opening of its first international studio in Rome this April, the Miami-based Carla Guilhem Design Studio will be able to draw on such inspiration from both cultural and artistic centres and apply them to all its future design projects.

"Italian design has always been synonymous with craftsmanship, elegance and timelessness," says studio founder and creative director Carla Guilhem. "With the two studios, we will infuse these qualities into our work, adding a layer of Italian sophistication to both our Italian and American projects. In Italy, we'll be inspired by the deep-rooted history of art and design, while in the US, we'll bring that classic Italian touch to contemporary designs, making them feel both fresh and refined."

"My vision is to create a space where art, culture and luxury intersect"

For Guilhem, the American design scene is experimental and forward-thinking, from cutting-edge materials, technology integration and design concepts that push boundaries. Incorporating these approaches alongside the European artisanal spirit and cultural sophistication, will bring a new dynamic to the studio's designs on both sides of the Atlantic.

Carla Guilhem's yacht projects span the 34m ONE, recently launched at Van der Valk Shipyard (below) to a 70m project (bottom left). She was chosen for Project Mission (top) to balance the rugged expedition exterior with softer, sophisticated interiors

Just like Miami, the Rome studio will offer full-spectrum interior design services with a strong focus on yachting, residential and luxury commercial projects. While the two studios will work closely together, the Miami office will concentrate on North and South American projects, while Rome will cater to European and international clientele. "We'll ensure that the same level of luxury, attention to detail and creativity is maintained at both locations," explains Guilhem. "We will bring our expertise in creating bespoke spaces that combine modern luxury with traditional craftsmanship in an intimate but dynamic environment, ensuring each client receives personalised attention and tailored solutions."

With nearly two decades of experience in luxury interior design, the Carla Guilhem Design Studio has earned a reputation for its dedication to innovation, sustainability and collaboration. The skilled team of designers are experts at blending the client's vision with the Guilhem aesthetic to ensure that each project is not only visually stunning and unique but also responds to functional and practical needs. "My vision has always been to create a space where art, culture and luxury intersect," adds Guilhem. "I want to build an environment that blends creativity and precision, a place where each design isn't just an aesthetic choice but a complete experience that evokes emotions and reflects the identities of my clients." With the opening of the new European studio, Guilhem's original vision will expand to create spaces that speak to people across cultures and continents, offering them a sense of peace, beauty and exclusivity.

For more information, visit carlaguilhem.com

PHOTOGRAPHY: STUART PEARCE/YACHT SHOT

CARLA GUILHEM DESIGN STUDIO'S SUPERYACHT PROJECTS

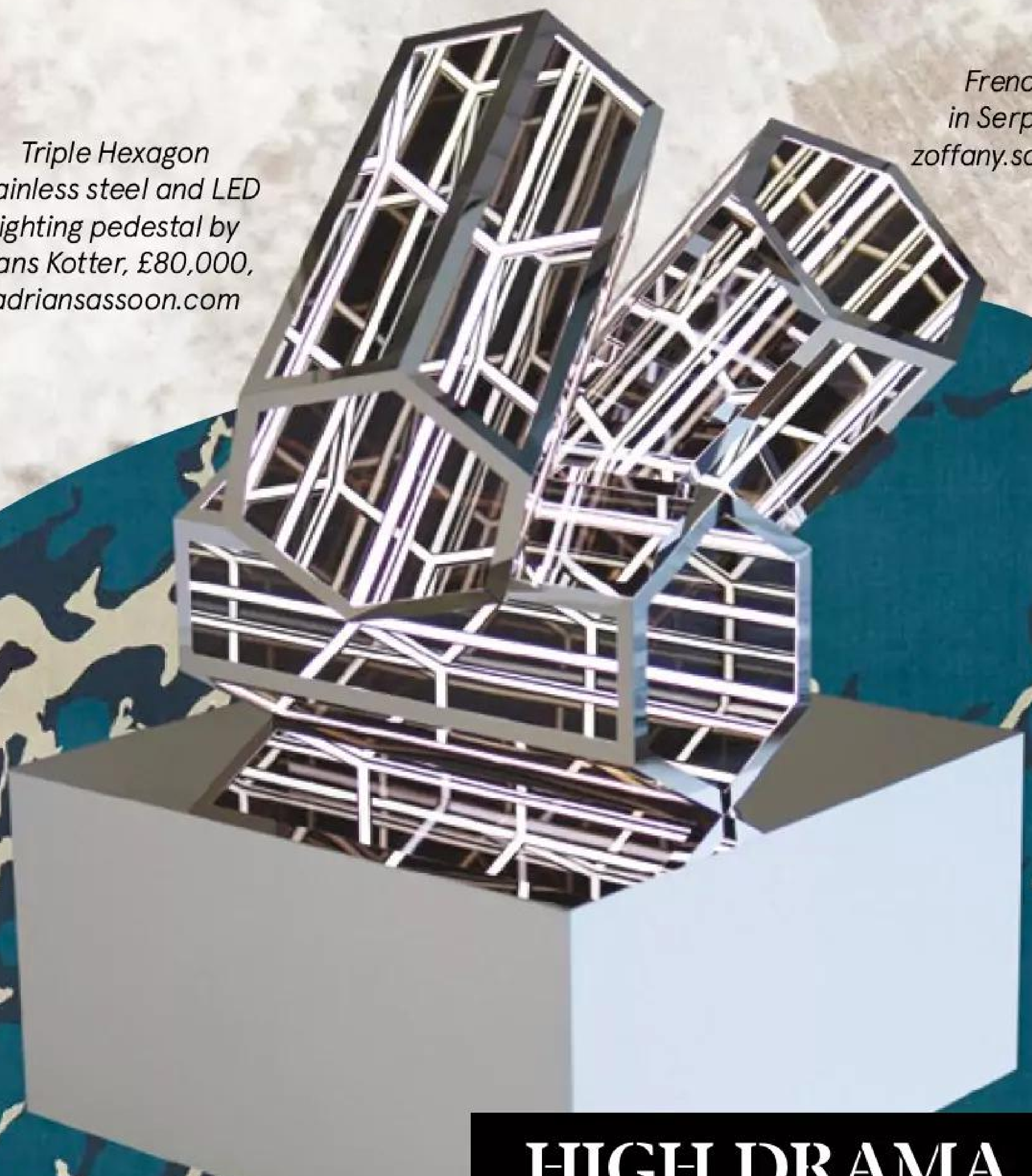
Mission This 63-metre expedition vessel concept has interiors that offer warmth and relaxation within a futuristic minimalist aesthetic.

Dutch Falcon With an abundance of curves and organic forms, the interior of this 25-metre showcases the epitome of modern comfort and cosy living at sea.

Lady Lene Featuring natural oak, marble, leather and suede in a soft, elegant palette, this yacht is also designed to cater for guests with mobility challenges.

Style file

Update your superyacht with this season's trending pieces for bar-raising interiors



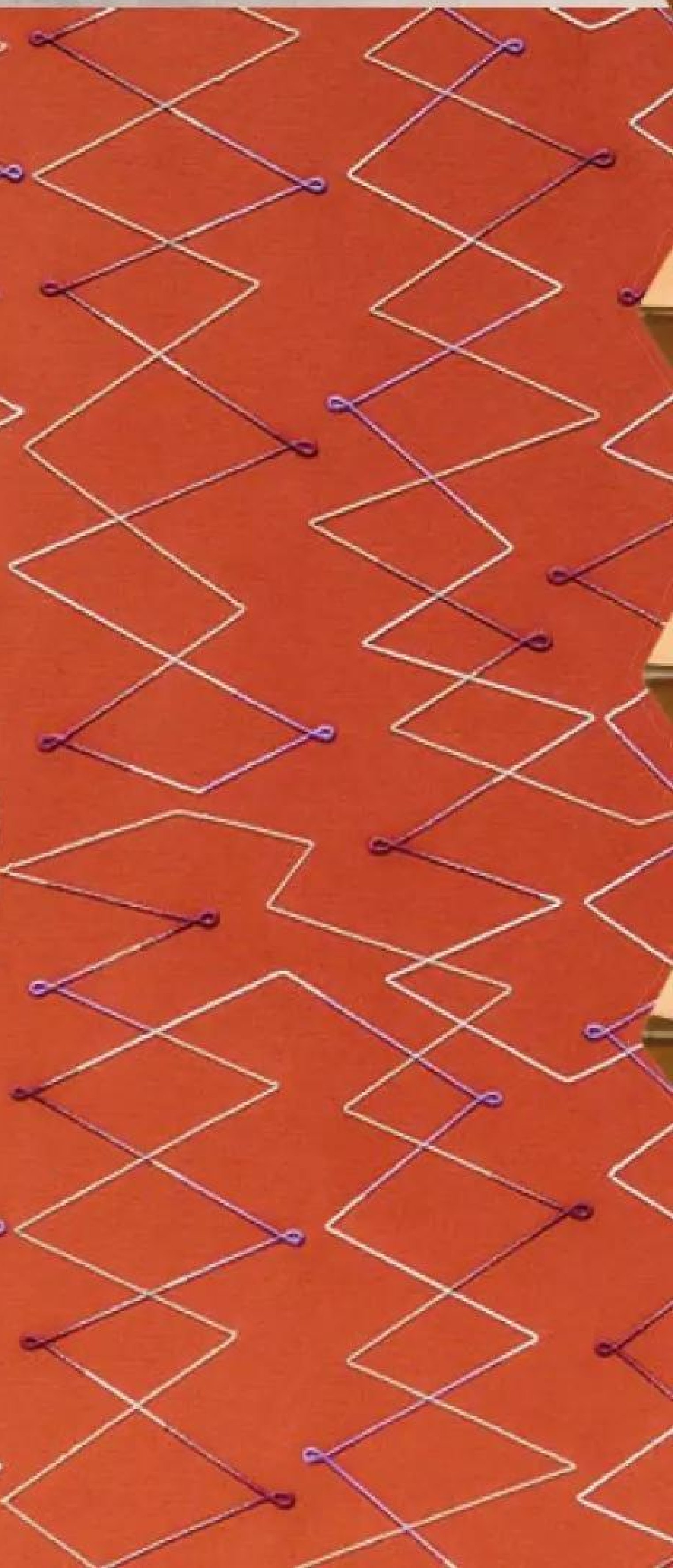
Triple Hexagon stainless steel and LED lighting pedestal by Hans Kotter, £80,000, adriansassoon.com

French Marble Velvet fabric in Serpentine, £184 per metre, zoffany.sandersondesigngroup.com

The Trama free-standing room divider bookcase, POA, loropiana.com

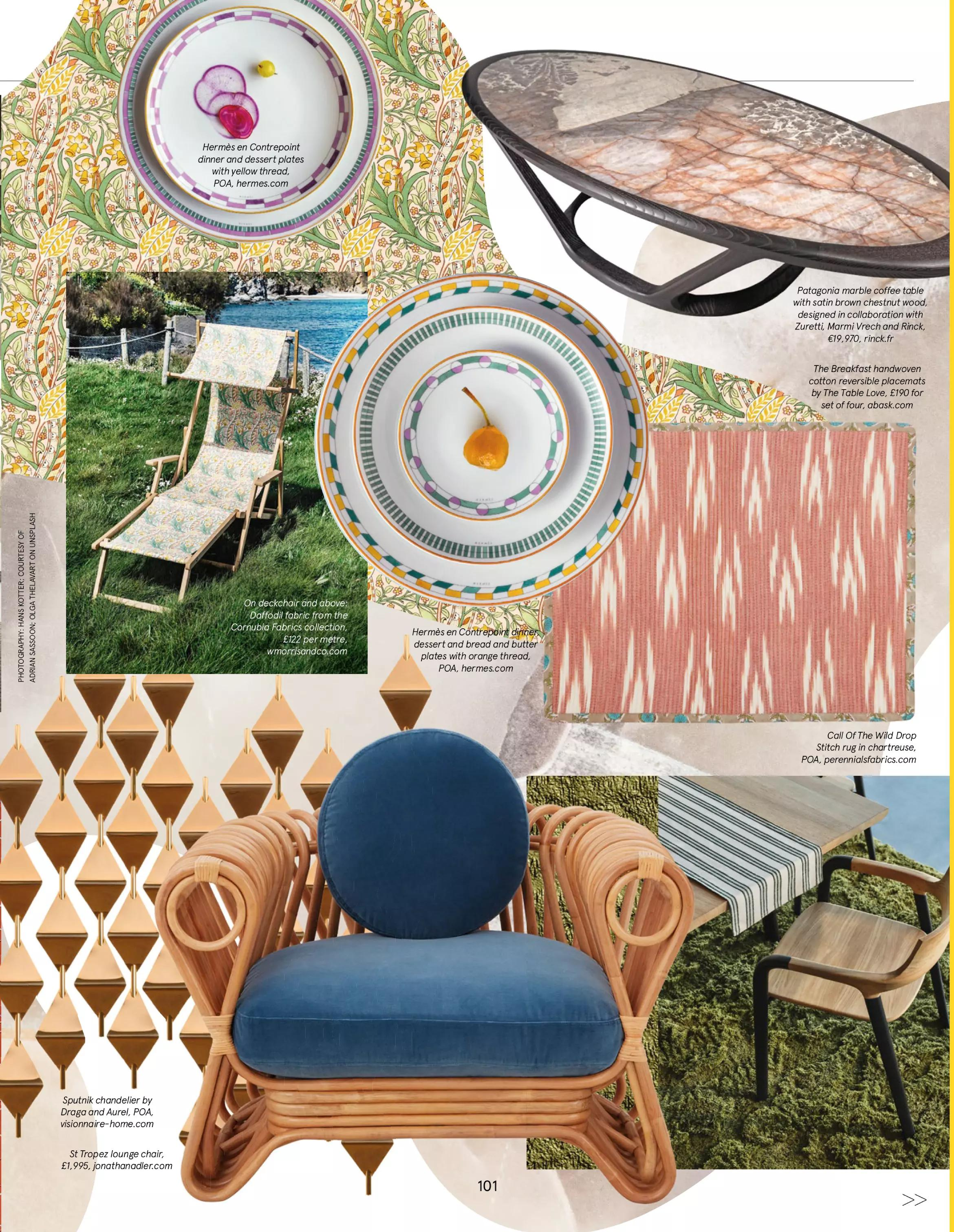
HIGH DRAMA

Patterns and colours making a stylish statement



Rubelli by Formafantasma ZigZag embroidery in Ruggine, £348 per metre, rubelli.com

Long Island sofa with oiled teak frame, from £3,617, land-und-see.com



Hermès en Contrepoint dinner and dessert plates with yellow thread, POA, hermes.com

Patagonia marble coffee table with satin brown chestnut wood, designed in collaboration with Zuretti, Marmi Vrech and Rinck, €19,970, rinck.fr

The Breakfast handwoven cotton reversible placemats by The Table Love, £190 for set of four, abask.com

On deckchair and above: Daffodil fabric from the Cornubia Fabrics collection, £122 per metre, wmorrisandco.com

Hermès en Contrepoint dinner, dessert and bread and butter plates with orange thread, POA, hermes.com

Call Of The Wild Drop Stitch rug in chartreuse, POA, perennialsfabrics.com

Sputnik chandelier by Draga and Aurel, POA, visionnaire-home.com

St Tropez lounge chair, £1,995, jonathanadler.com

PHOTOGRAPHY: HANS KOTTER; COURTESY OF ADRIAN SASSOON; OLGA THELAVART ON UNSPLASH

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Giobagnara outdoor boules set, £1,390, abask.com

Technogym Connected Dumbbells+, from £2,530, technogym.com

Ruan Hoffmann Good/Bad Idea Plate, £75, l-objet.com

The PLH® Aria wireless home automation system, POA, plhitalia.com

Deluxe leather punch bag, from £420, paragonstudio.co.uk

The Grafton games table, POA, davidsonlondon.com

Ruan Hoffmann Plate with Ribbon Wifi Off, £700, l-objet.com

Penthouse suite sofa in English Riding Velvet, £11,690, ralphlauren.co.uk

Luca desk in blue eucalyptus, £46,500, davidlinley.com

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METALLICS

Shimmering surfaces bring light and life to softer interiors

Emile free-standing oval cast-iron bathtub, from £22,879, waterworks.com

Augusta bath towels, POA, oliverihome.com

Goldfinger wall covering in Madreperla, £286, rubelli.com

The Nautical Collection outdoor kitchen in Island Breeze blue and Cristallo Traslux marble, from £80,000, officinegullo.com

Seahorse wool and bamboo hand-tufted metallic rug, £550 per square metre, luxurycarpet.it

Barrett knurled boom-arm desk light, £1,700, ralphlauren.co.uk

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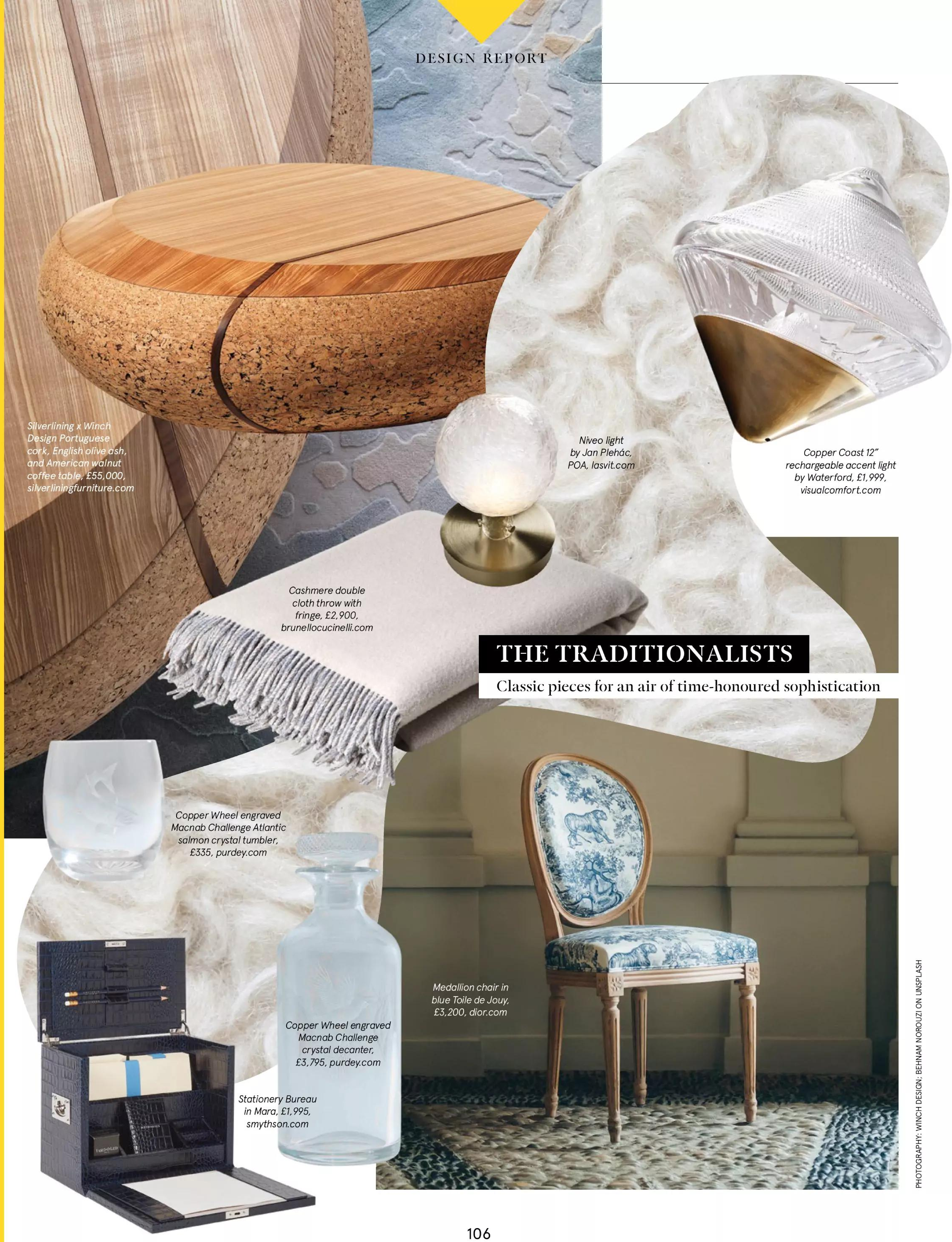
THE TRADITIONALISTS

Classic pieces for an air of time-honoured sophistication



Silverlining x Winch Design Portuguese cork, English olive ash, and American walnut coffee table, £55,000, silverliningfurniture.com

Niveo light by Jan Plehác, POA, lasvit.com

Copper Coast 12" rechargeable accent light by Waterford, £1,999, visualcomfort.com

Cashmere double cloth throw with fringe, £2,900, brunellocucinelli.com

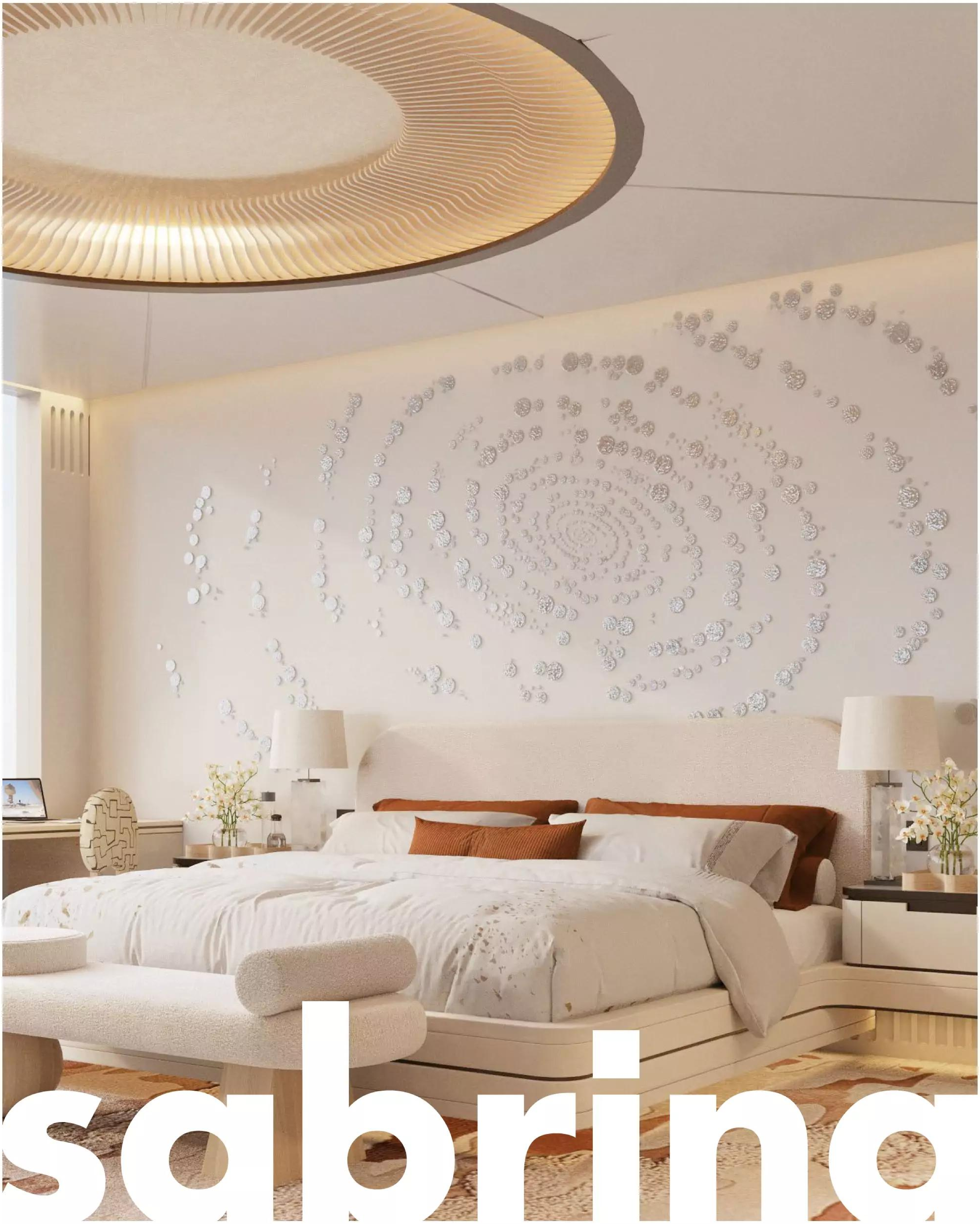
Copper Wheel engraved Macnab Challenge Atlantic salmon crystal tumbler, £335, purdey.com

Medallion chair in blue Toile de Jouy, £3,200, dior.com

Copper Wheel engraved Macnab Challenge crystal decanter, £3,795, purdey.com

Stationery Bureau in Mara, £1,995, smythson.com

PHOTOGRAPHY: WINCH DESIGN; BEHNAM NOROUZI ON UNSPLASH



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Modern heritage

You will often encounter Parkway England furniture on board – although you may not know it. *Roddy Clarke* speaks to CEO Jay Rushton about the evolution of the superyacht designer's best-kept secret

Above: Parkway's bespoke furniture can be found on board 112m Renaissance. *CEO Jay Rushton (left) is also a BOAT Artistry & Craft Awards judge*

When it comes to crafting furniture for some of the world's most prestigious superyachts and private residences, the key to success is often a bespoke approach. At Parkway England, however, this versatility goes beyond the design process and is intrinsic to the company's ethos. Its focus is to not only preserve the traditional skill sets that underpin the process of furniture-making, but also to welcome the kind of innovation that pushes towards a more sustainable future. It's an approach that has served the company well to date, and now, explains Jay Rushton, Parkway's UK-based CEO, they've taken to working with organisations such as Queen Elizabeth Scholarship Trust (QEST), a charity that aims to strengthen the craft sector by funding training and education for gifted artisans, to seek out new talent too.

"It has allowed us to maintain and build upon those heritage skill sets," he says. "I love how you have experts who have been in the business for years training and working with younger people, and the younger people bring a fresh perspective on what they're doing, creating a symbiotic relationship."

Building on two decades of experience, Parkway England has gained a reputation for its handmade furniture, with designers such as Lürssen, Feadship and Amels among its clients. Merging traditional craft with a contemporary aesthetic, the company has now harnessed most of its manufacturing capability in-house. "We've substantially invested back into new machinery in recent years, as well as our craftspeople," Rushton explains. "Expanding our apprenticeship scheme and developing an internal upholstery team has been a breath of fresh air. And, in connecting our long-standing experts with younger people who have a different perspective on the processes and materials we use, it's allowed us – and the sector – to evolve and reshape towards the future."

Operating on a bespoke model where pieces are sometimes commissioned via the world's leading interiors studios (meaning the Parkway team are sometimes unaware of who the end client is), decisions are often driven by the project's designer. However, thanks to the team's extensive materials knowledge, they work collaboratively to ensure decisions can be made consciously with environmental impacts in mind.

"We're looking at the use of recycled materials as much as possible," Rushton says. "When working with timber, we analyse its traceability and work as close to the forest as we can to limit the supply chain. We also prioritise water-based lacquers – however, due to the application requirements, this still can be tricky."

Global climate change has resulted in superyachts requiring interiors and exteriors that can withstand both hot and cold extremes, so product manufacturing has had to adapt. "It's an ever-changing landscape," he says, "but we are embracing the challenge and seeking to reduce our footprint where possible."

Rushton also refers to the importance of being involved in initiatives such as BOAT International's Artistry and Craft Awards. "It allows for an exchange and transfer of knowledge. Thanks to its global outreach, it connects us to crafts and experts from around the world. Whether it's artisans in Indonesia producing silk curtains or marquetry artistes in Paris, it means combining our skill sets together. That's why we have a multi-skilled workforce who come from all parts of the world, each bringing something different to the table thanks to their specific training – everyone feeds off each other."

PHOTOGRAPHY: BURGESS

The hot seats

Chic and sumptuous chairs and sofas for your superyacht, whether indoor or outdoor

2

1

4

3

5

6

1. *Chaise Long Bett from the Essenza Collection in collaboration with Artefacto Beach & Country, from £5,800, carlaguilhem.com*
2. *Shelter armchair, POA, studioliaigre.com* **3.** *Reed armchair with bamboo canes by Etro Home Interiors, POA, etro.com*
4. *Armani/Casa Vicace armchair in curved wood and bamboo-effect metal, from £6000, armani.com*
5. *Picket 68" outdoor sofa, POA, summitfurniture.com* **6.** *Pavone Dehors outdoor armchair, POA, visionnaire-home.com*

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75m Motoryacht Arrow - Interior & Exterior by H2 Yacht Design

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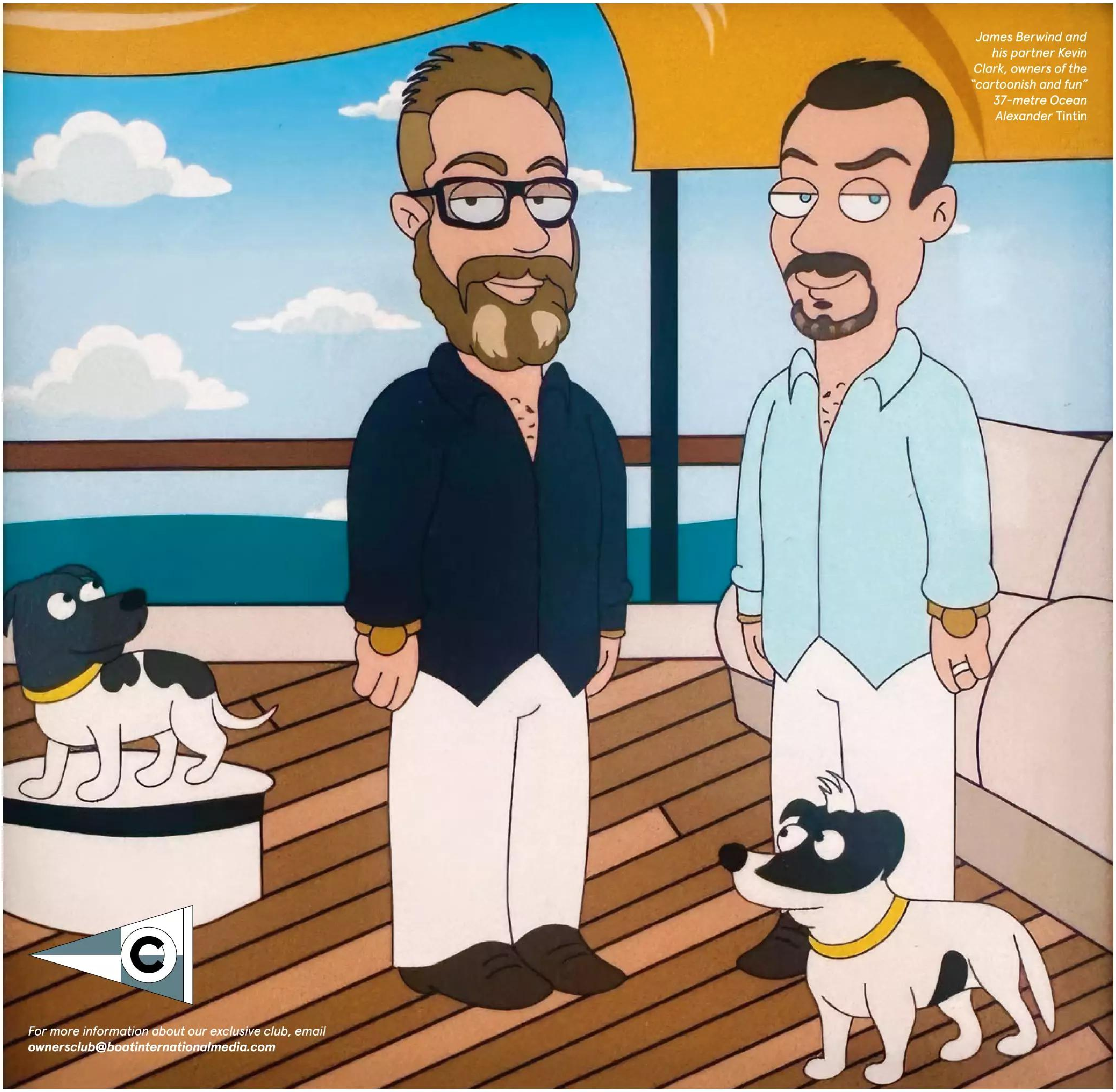

James Berwind and his partner Kevin Clark, owners of the "cartoonish and fun" 37-metre Ocean Alexander Tintin

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This month: fashioning a holiday home out of a semi-custom yacht / chartering a celebrated sailing yacht / Eddie Jordan remembered

ILLUSTRATION: COURTESY OF OWNER

Edited by Charlotte Hogarth-Jones

ON BOARD WITH

James Berwind

An owner with a knack for design and love for animals speaks to *Cecile Gauert* about transforming the interior of a semi-custom yacht into his holiday home

The Ocean Alexander 37L *Tintin*'s interior is like nothing the respected Taiwanese builder has done before. This fun, colourful and unexpected decor is the creation of animal lover and philanthropist James Berwind and his partner, Kevin Clark.

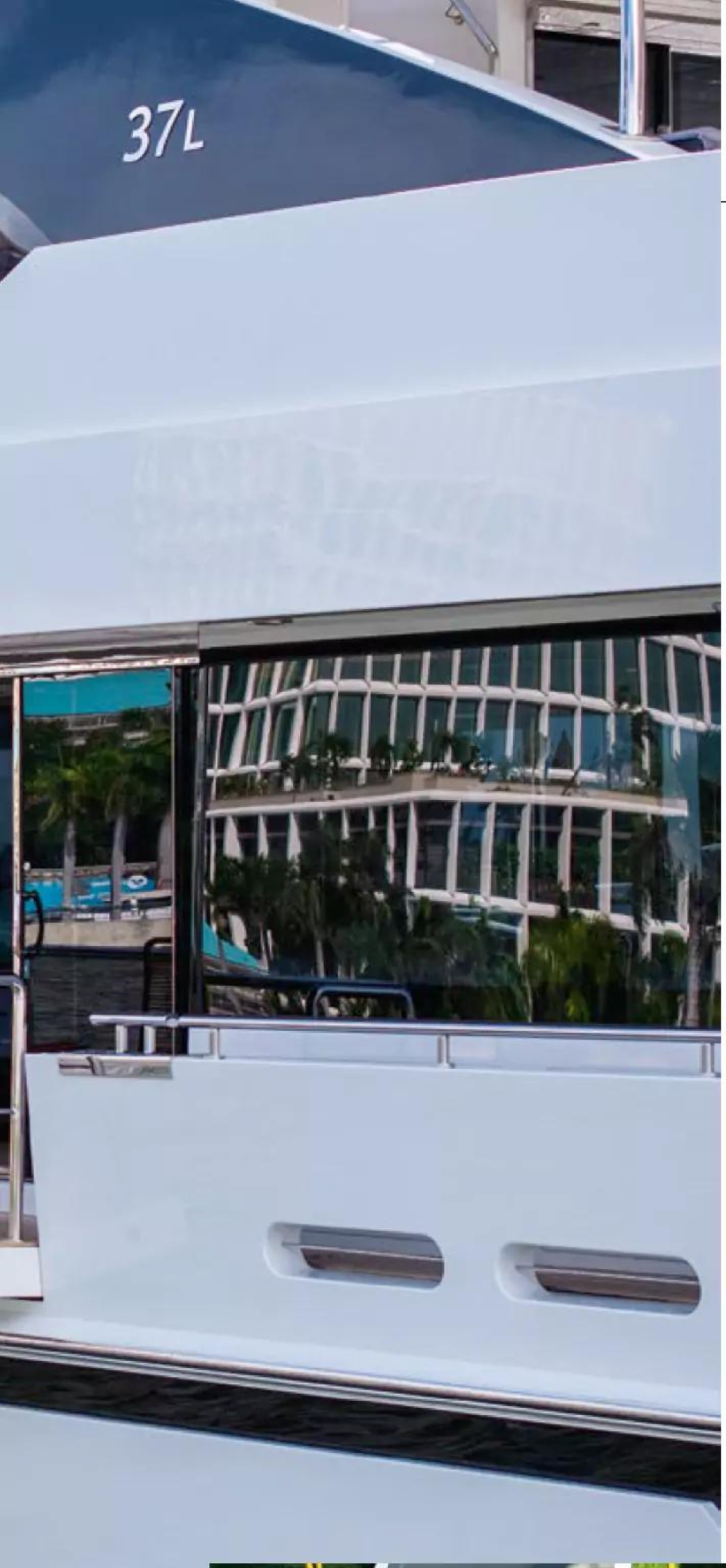
"This is our houseboat," he tells me when discussing the 37-metre I recently visited at the Lauderdale Marine Center. And that's because this is their home away from the 64-metre custom-built Hakvoort *Scout* (*profiled in the November 2019 issue of* BOAT International), a project they created with H2 Yacht Design and named after one of the owners' rescue dogs. When they took delivery of their explorer-style *Scout*, built for adventures far off the beaten path in 2019, they had two rescues – Scout and Brio – and they now have three, Finn being the latest addition.

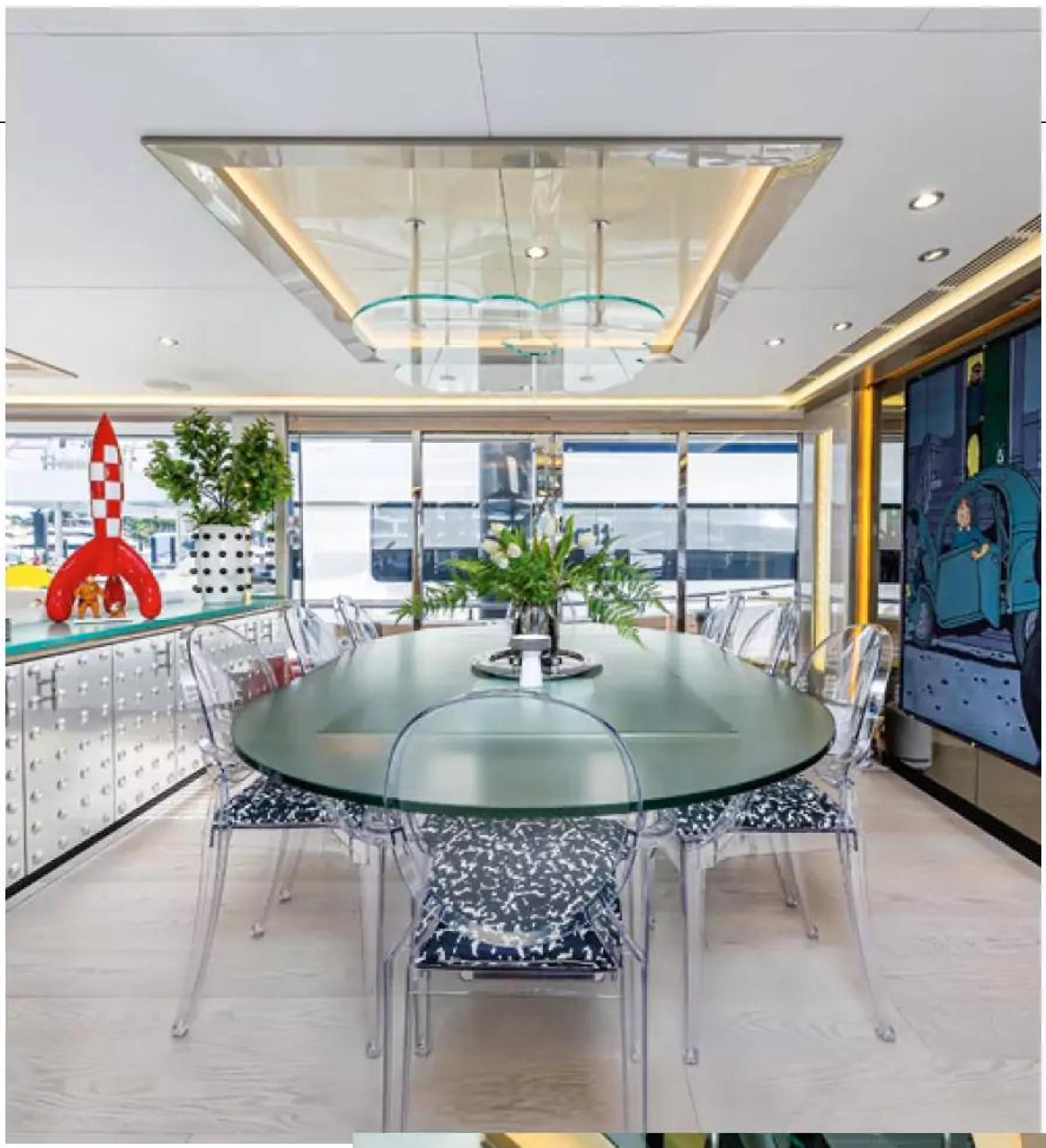
They also have a couple of places to call home on land, in Palm Beach County, and now in Ireland where they intend to create a refuge for unwanted animals – horses, goats and donkeys (more on this later). However, *Tintin* is where they spend most of their time when they are travelling along the Eastern seaboard of the US.

Their nautical adventures started a few years ago with the award-winning *Scout*. "The backstory is that we were building a house in Palm Beach at the same time as we were getting into boating. By the time the house (a Bermuda-style, lakefront custom home) was done, we knew how much we liked living on the water," he says. They sold the house in 2021.

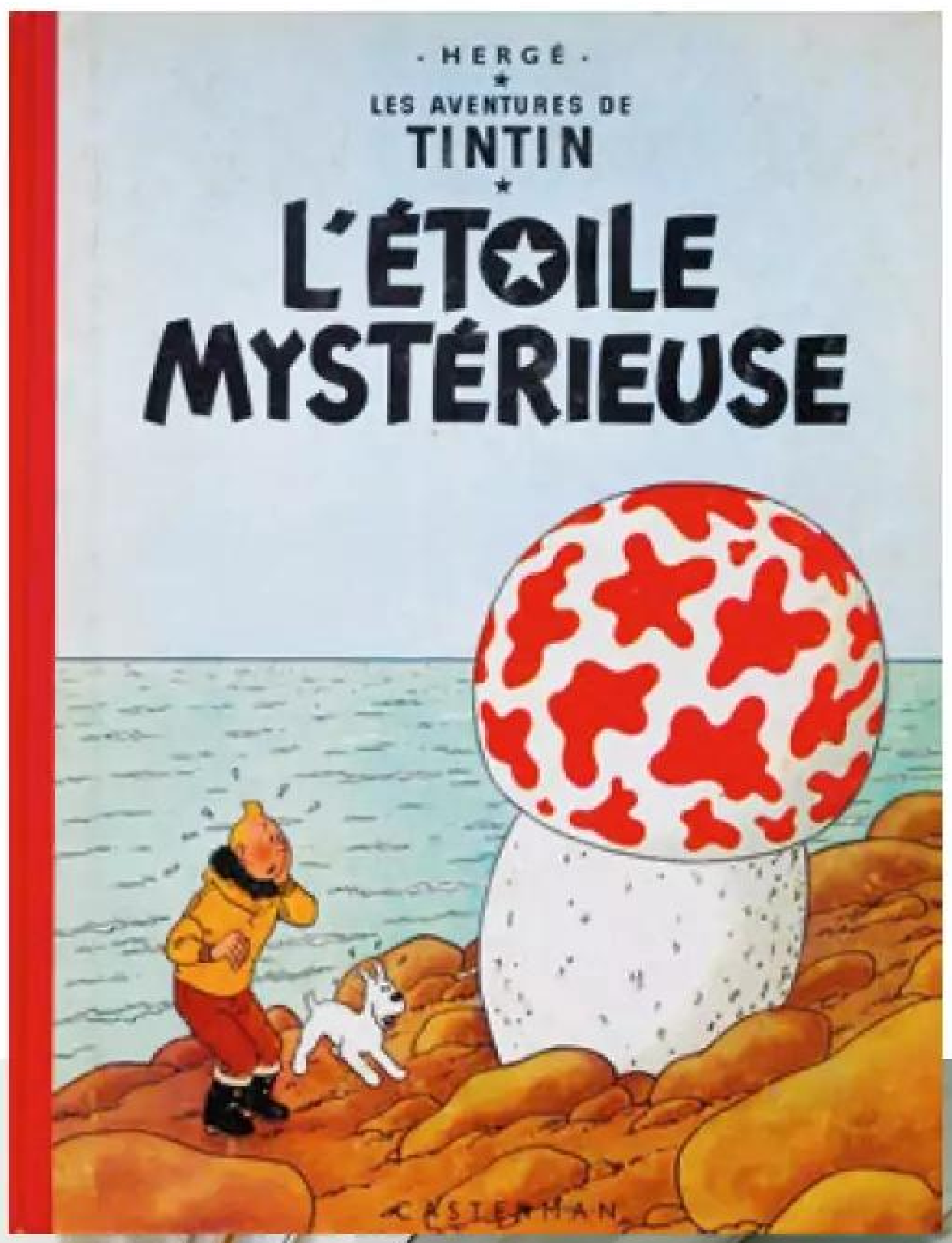
Scout, however, is not always an option as a residence – when it is far away from their home base in Florida, or undergoing maintenance or because it cannot get into small marinas or shallow waters. The owners enjoy travelling around the Bahamas (they own a couple of slips at Albany), the Keys, including the Ocean Reef Club, and the northeast. They always wanted a less formal home for their family and close friends that could function with minimal staff on board.

Looking for a smaller and nimbler house on the water, they purchased the last hull of Westport Yachts' successful 112 series and worked closely

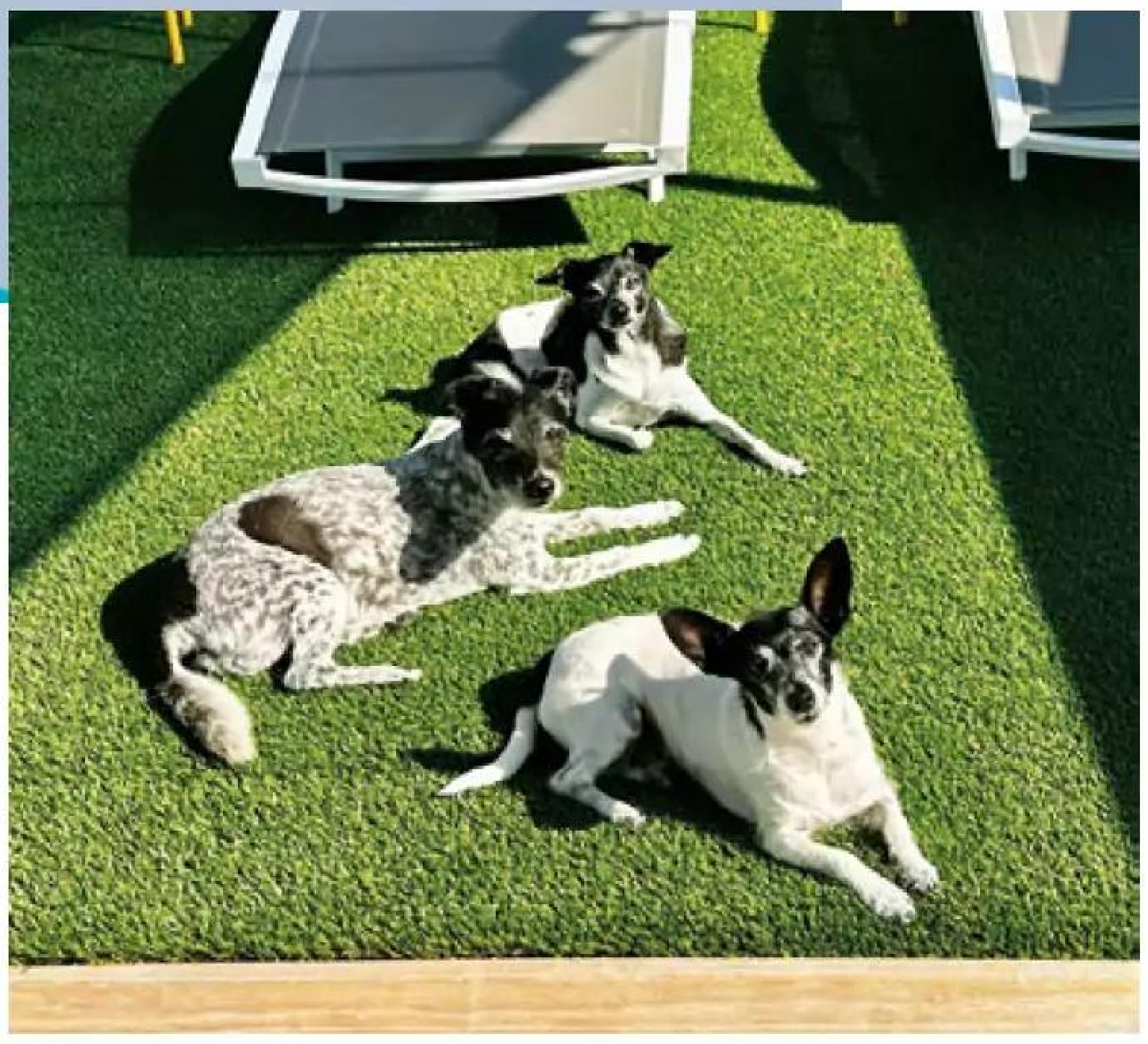


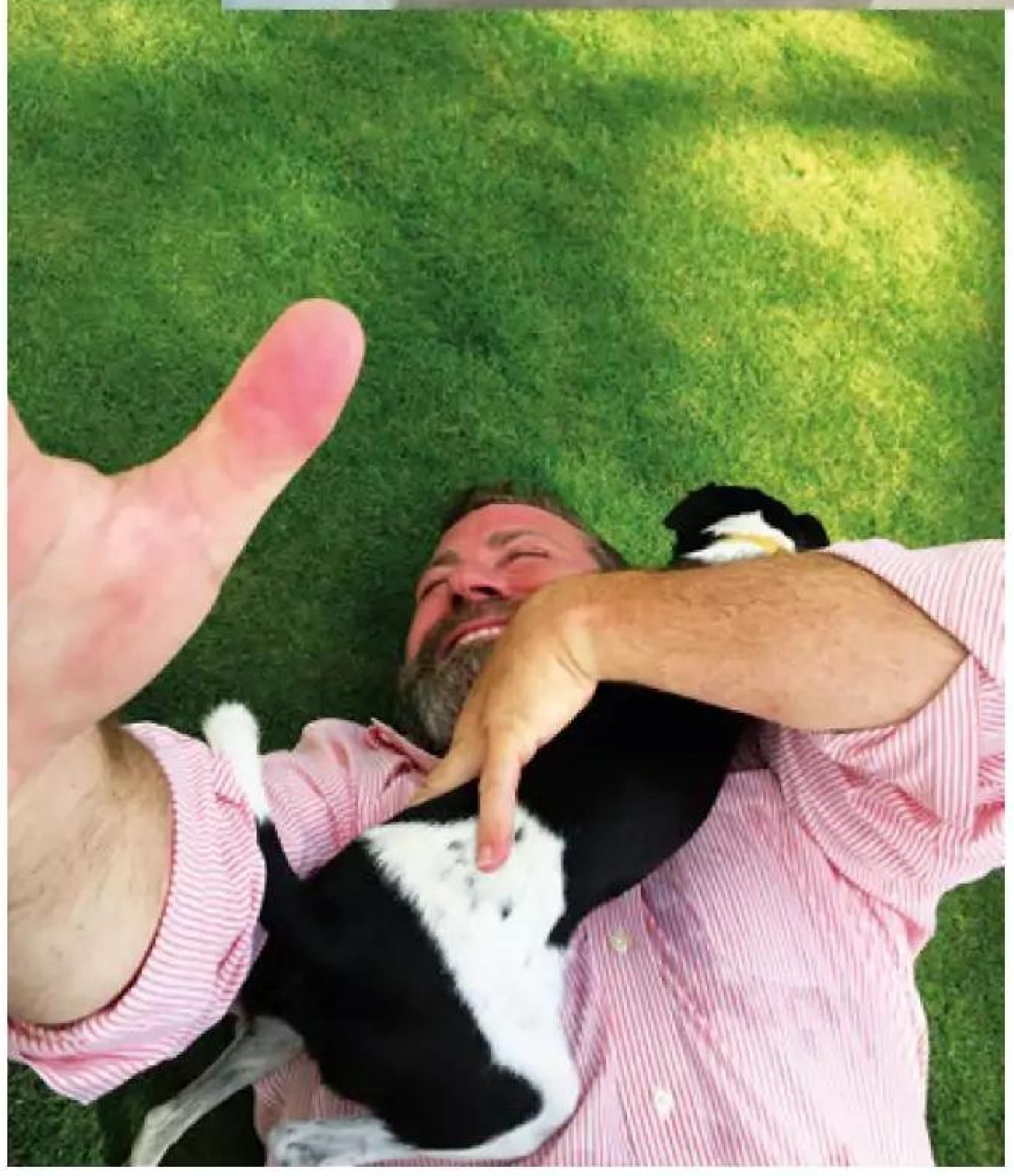


Left and far left: Berwind purchased 37m Tintin *as his residence on the water to complement his 64m* Scout*. Below: the boat shares a name with the evergreen cartoon character*



Bottom: James Berwind with Scout. Below: all three rescue dogs, Scout, Brio and Finn. Right: Tintin *is decorated with pop art and memorabilia*





PHOTOGRAPHY: ED BUZIAK/ALAMY STOCK PHOTO; COURTESY OF OWNER; MARIO NIXON PHOTOGRAPHY

with designer Sylvia Bolton on an animal-friendly, cruelty-free interior (all vegan materials, no leathers) that reflected their casual approach to yachting, love for art and all things Tintin. Let's pause here to explain the name because it probably is not what you think.

"*Tintin* was named after a squirrel that lived in Denmark. A guy found him as a baby; it had fallen out of its nest and he rescued it, and it has its own social media following," Berwind says. Although the internet-famous red squirrel has since gone to that huge den in the sky, its Instagram account lives on. And yes, it's also the name of a cartoon character.

The imaginary forever-boyish intrepid reporter Tintin and his cohorts, his faithful dog Snowy, a cranky captain named Haddock and a crazy professor, are a creation of Hergé (real name Georges Prosper Remi), the late Belgian cartoonist who gave birth in 1929 to the series of stories that became a reference for generations of children. The stories and characters live on through comic books, movies, merchandise and pop art.

"Instead of the squirrel theme, we used the boy explorer Tintin; I thought it was perfect," he says.

The comic characters were well represented in the first *Tintin's* playful interiors, which, Bolton said when the yacht was on display at a boat show, was intended to make people smile at every turn.

>>

Berwind personally designed Tintin *to be casual and fun, inspired by the intrepid reporter whose bust decorates the upper deck lounge (below)*

The clincher for the interior theme perhaps was the discovery by the owners, who support the arts, of a painting by William Nelson in a gallery in Nantucket a few years back.

The first of this artist's paintings to attract Berwind's eye was of another actress and cartoon character. "It was Liz Taylor in the foreground and Aquaman fighting off the big octopus. I saw it walking by, and I said, 'I don't know who this guy is, but I need this piece.' It is now on *Scout*. We started collecting his pieces," he says. "When we saw the painting of Lauren Bacall with Tintin and Snowy and the captain, I said "That's it." This also formed our decision to name the boat *Tintin*. This is just so perfect. We are big collectors and that is one of our favourite pieces."

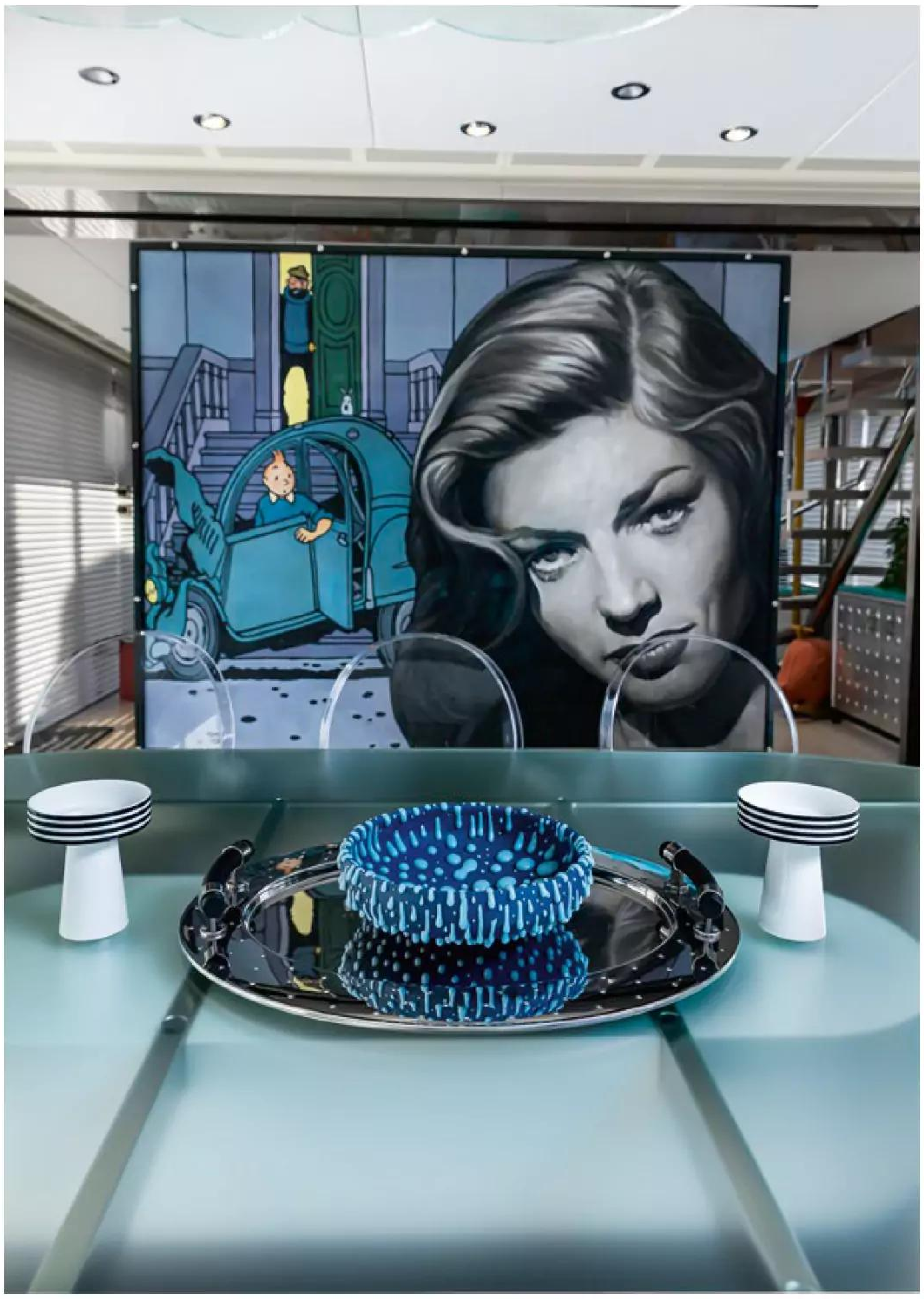
So the painting took pride of place on board the Westport first. Fraser displayed the yacht at the Palm Beach International Boat Show and sold the highly customised Westport in record time – within a month of the show. Meanwhile, through connections within Fraser's parent company MarineMax, which represents Ocean Alexander, the owners came across Ocean Alexander's 37 Legend, which had been built on spec. They loved the volume, appreciated the owner's cabin on the main deck and residential-style galley and bought it as it came, with a neutral decor, in 2022.

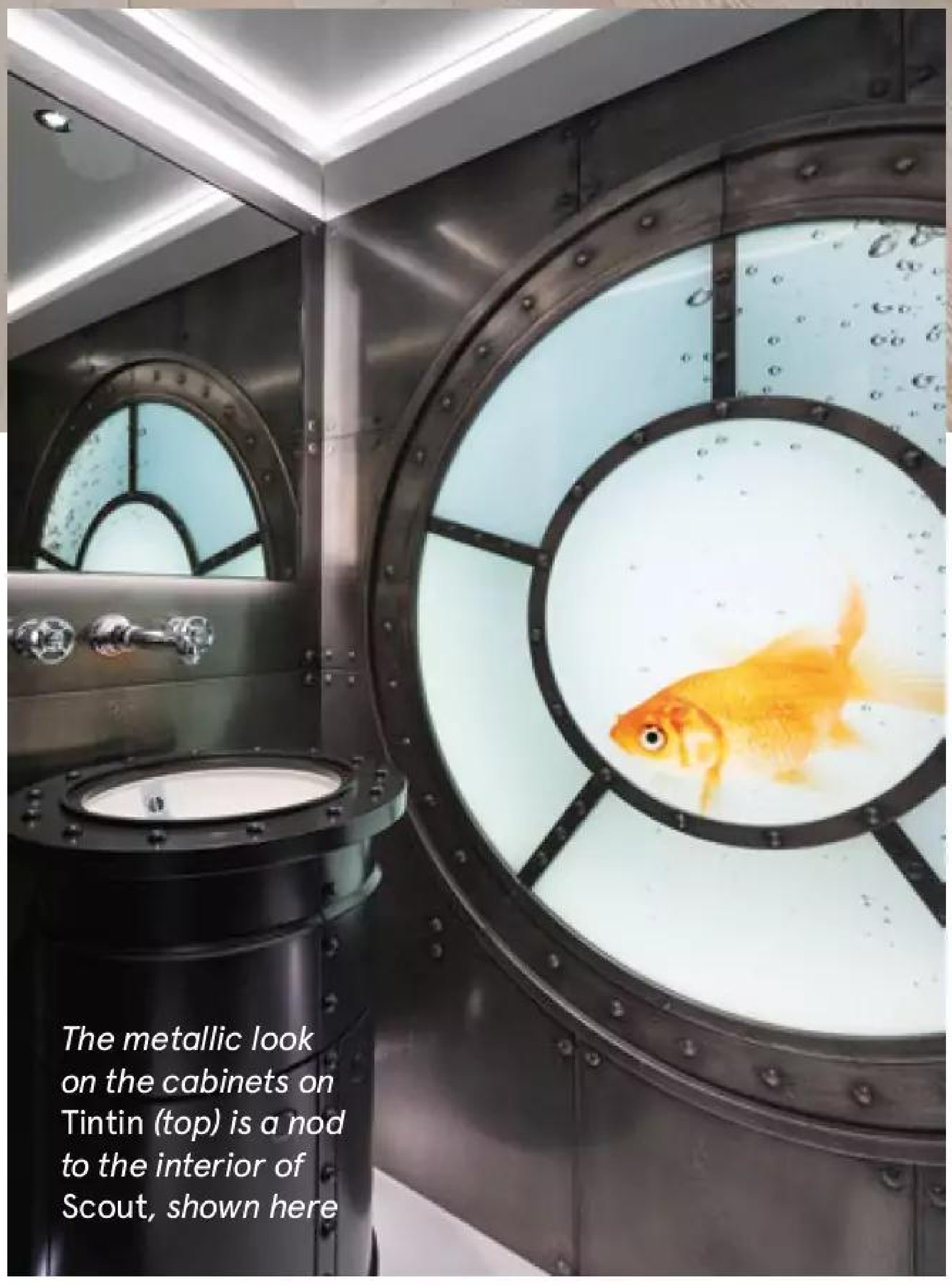
It took the owners a couple of years to finish it to their taste, with few structural changes. They retrofitted a "poop deck" for the dogs (which was custom built on *Scout*) – fake grass on top of an easy-to-clean shallow box in fibreglass on the upper aft deck – and created a large storage closet on the lower deck but aside from that, and the radically different interiors, the yacht is as it was delivered. Flooring changed, carpets came off and were replaced, Lumicor (panels made of architectural resin) covered countertops and bar tops, acrylic clouds were suspended from the ceiling, and cheery wallpapers of different kinds (striped, with fishes, finished with fibre that looks like hair and more) covered most walls, including the face of cabinets, which have a metallic look but are covered in a flexible wrap material.

Along with Tintin memorabilia (a bust in papier-mâché they found in Venice; a giant dog Berwind personally decorated with pages of the comic strip applied with glue, purchased in a going-out-of-business sale from a garden shop in St Barths; and various figurines and objects

A blue/green, seafoam colour is a theme on Tintin, from the bootstripe outside to countertops inside

Black and white wallpaper and fabric from Spoonflower add contrast in the main saloon, where the centrepiece is a painting of Lauren Bacall by William Nelson





The metallic look on the cabinets on Tintin (top) is a nod to the interior of Scout, shown here

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; COURTESY OF OWNER; MARIO NIXON PHOTOGRAPHY

friends bought them from Tintin shops around the world,) are other eye-catching and amusing pieces. In the upper deck lounge, one of their favourite spaces inside, is a fake suit of armour in the corner with the football-shaped head of Stewie (of animated sitcom *Family Guy*) under the visor – an instant conversation starter – and a collection of toy outboards motors. "I have been collecting these for years," Berwind says. They date from the 1920s to the 1970s and include electric- and gas-powered ones.

Visitors love it and the owners love it. "To be on a boat was just so appealing. Moving on *Tintin* cost us less than maintaining our house, which did not give us that flexibility. I said, 'This will be our houseboat. Let's do something extremely fun, airy and cartoonish. Let's not take it seriously.' This is not a megayacht or [one we'll] turn around in a few years. It is our vacation home and it's been a home run."

Berwind worked with British design firm H2 on *Scout* (he says, "*Scout* is serious design with a sense of humour," but *Tintin* is "a walk in a wet bathing suit with the dogs") and Sylvia Bolton on the Westport. This time, however, Berwind handled the interior design mostly on his own, although he credits Sylvia Bolton for the materials that he carried over from the Westport. "She was amazing to work with," he says, recalling the experience of building the first *Tintin*. He also worked with an interior specialist to help with orders and installations.

> "I said, 'This will be our houseboat. Let's do something extremely fun, airy and cartoonish. Let's not take it seriously.' This is not a megayacht"

Berwind's vintage toy outboard collection

>>

A dog park was retrofitted on the upper deck, which also holds a tender or makes room for lounge chairs

Dog-centric design

Travelling with pets is doable. One of the reasons the owners of *Tintin* opted for a "houseboat" is that they don't have to leave their pets behind. "We really want to do extended travelling but not be unable to have our dogs with us."

Berwind does say smaller dogs are perhaps a bit better suited to life at sea than larger ones, who need to get to land more often for exercise.

For an extended stay on board, an area of fake grass on top of a surface that can be easily hosed with drainage – for example fibreglass – is a good solution. The dog park on *Tintin* was added on the existing deck. "Our dog park, or poop deck, on *Scout*, it's built in. It's AstroTurf, highly perforated, on top of a plastic egg crate system that sits on fibreglass with drains. We can be at sea for extended periods, and the dogs love to lie on top of it. It's infinitely cleaner than your backyard grass," Berwind says.

"The carpets are the big issue. You want to make sure they are as resilient as possible," he says. Many of the carpets on *Tintin* are white or a light cream colour. He advises opting for replaceable carpets rather than custom-made silk blends. "We went with off-the-shelf carpets. We shop at places like Pottery Barn or RH."

Aside from the area rugs, the floors are urethane, which is easy to clean, has anti-microbial properties and resists abrasions. For seat covers, cushions and the like, "Sunbrella has come up with much softer indoor-outdoor fabrics and they can be wiped down," he says

For cabinet doors, Berwind chose a metallic wrap, which can be wiped clean and easily replaced if damaged. "It's very plug and play."

"We try to take the stigma out of shelter animals. If you want a purebred, we can find one in a shelter anywhere in the world"

Although it has not been his full-time occupation for quite some time, Berwind has more than a knack for design. "I did interior and furniture design and by training, I am a restoration architect, although I have not worked for anyone but myself for years."

The clouds, a fun feature of floating Plexiglas on the ceiling, were his idea, which he adapted from an earlier design he did in an apartment years ago, and he has an affinity for blue. "It tricks the eye into seeing a higher ceiling," he says.

Nederland
80c

He says he helps friends and family with design projects, but a commercially available James Berwind-designed yacht interior won't hit the market anytime soon. "I am involved in too many things to get into that, and I am never around in one place for very long."

This member of the fifth generation of an entrepreneurial family from Philadelphia dedicates a fair share of his life to philanthropy and animal welfare. A few years ago, with other family members, he established Spring Point Partners, a social impact organisation, and he has been closely involved with the animal welfare educational charity Life of Riley. "We spend about 75 per cent of our time (on the organisation)," he says.

"It's designed to educate the public about animal welfare, rescue animals and shelter animals, and it's doing a lot to try to enforce laws that are already in place but are not being enforced, trying to shut down online puppy sales and puppy mills. We try to take the stigma out of shelter animals. If you want a purebred, look, we can find one in a shelter anywhere in the world."

Lately, they directed some of their organisation efforts to help alleviate the crush of animals crowding shelters in California following the destructive winter 2025 fire season, and they have been working on a project in Ireland where they recently bought a property.

"We are building an animal sanctuary there," he says. It will be serving the three most under-served animals there, which are goats, donkeys and horses. We were told there are enough dog rescue (shelters) there and, 'we really need help with horses that are being abandoned after racing, or have been abused and neglected', so it will be our focus there."

A project left to do on *Tintin* a few months ago was to reupholster the sofas, with the original covering proving to be too slippery for the dogs. They aren't pampered; they are family and *Tintin* is home.

A suit of armour with the head of Stewie from Family Guy is a conversation piece on the upper deck

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My Life in Boats

Bob Loquercio, owner of 43-metre *Codecasa Gioia*

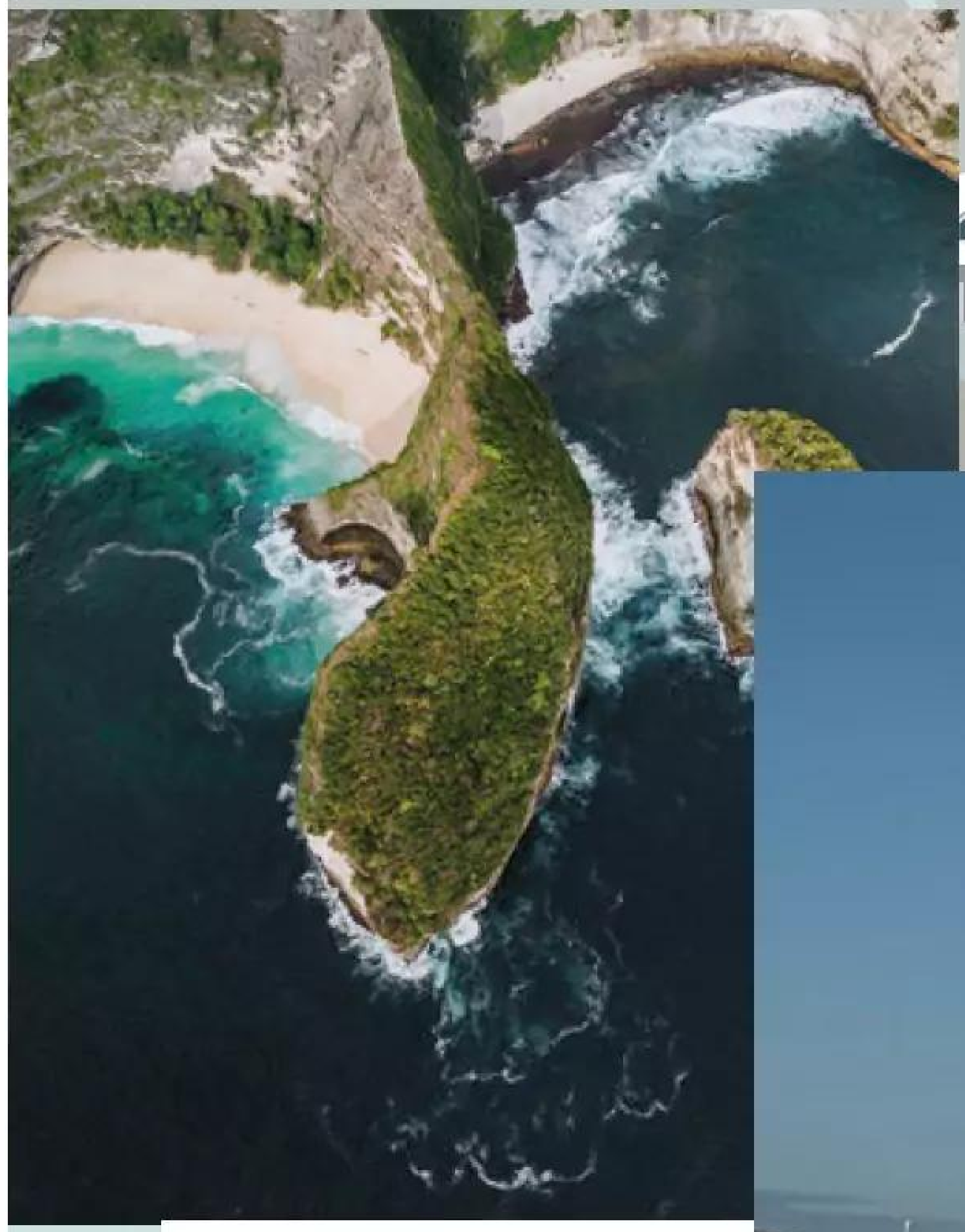
I've lived on the water my whole life. **I grew up on the west side of Chicago, very close to the lakefront.** My dad's favourite thing to do was to take his seven-horsepower Sears outboard and drive to the smaller lakes on the Wisconsin border. We'd rent a four-metre rowing boat and fish all day.

When I was raising my two daughters, I bought a 12-metre Sea Ray, which I ran myself and taught my daughters how to crew. A couple of years later, I bought a 16-metre Sea Ray, which we took around the Great Lakes and trucked to Florida for half the year, which opened my horizons.

Around 2005 **I bought a 27-metre Horizon, which allowed us to make longer trips to the Caribbean**, but I was focused on my car dealership business then and didn't have much spare time.

About three years ago, I semi-retired and bought a 34-metre Custom Line with my nephews. It was a brand-new experience for me to have a three-level boat. With a crew of seven, we explored all over the Bahamas and the Caribbean. **We became social members at Albany and really enjoyed the lifestyle.** Then we shipped it to the Med and had a marvellous season

Around that time, I got the itch to build my own boat. I went with a 43-metre Codecasa, which we recently took delivery of. We have a wonderful season planned: the South of France, the F1 races in Monaco, then Corsica, Italy and Spain. **From the water you see things you'd otherwise not see** – and you won't find any closer bonding time with your family than being on a boat.



Matt Voorhees

Yacht: *Vertigo*
Length: 67.2m
Year: 2011
Location: BVIs

You're chartering the famous 67-metre Alloy sailing yacht *Vertigo*. How has that gone?
Fantastically. It's a bit of an anniversary. We chartered the yacht five years to the day since we were last on board when the world shut down for Covid-19. That year, we got trapped in St Kitts until my pilots could come and get us out. I invited all the same guests back for this charter. I chartered *Vertigo* that year as I was waiting for my yacht *Broadwater*, which I've since sold, to be delivered by Royal Huisman after an extensive refit

What's *Vertigo* like?
It's an amazing sailing platform. We've sailed a few times on passage from St Barths to the BVIs but the winds have been a little light so we haven't had ample opportunity

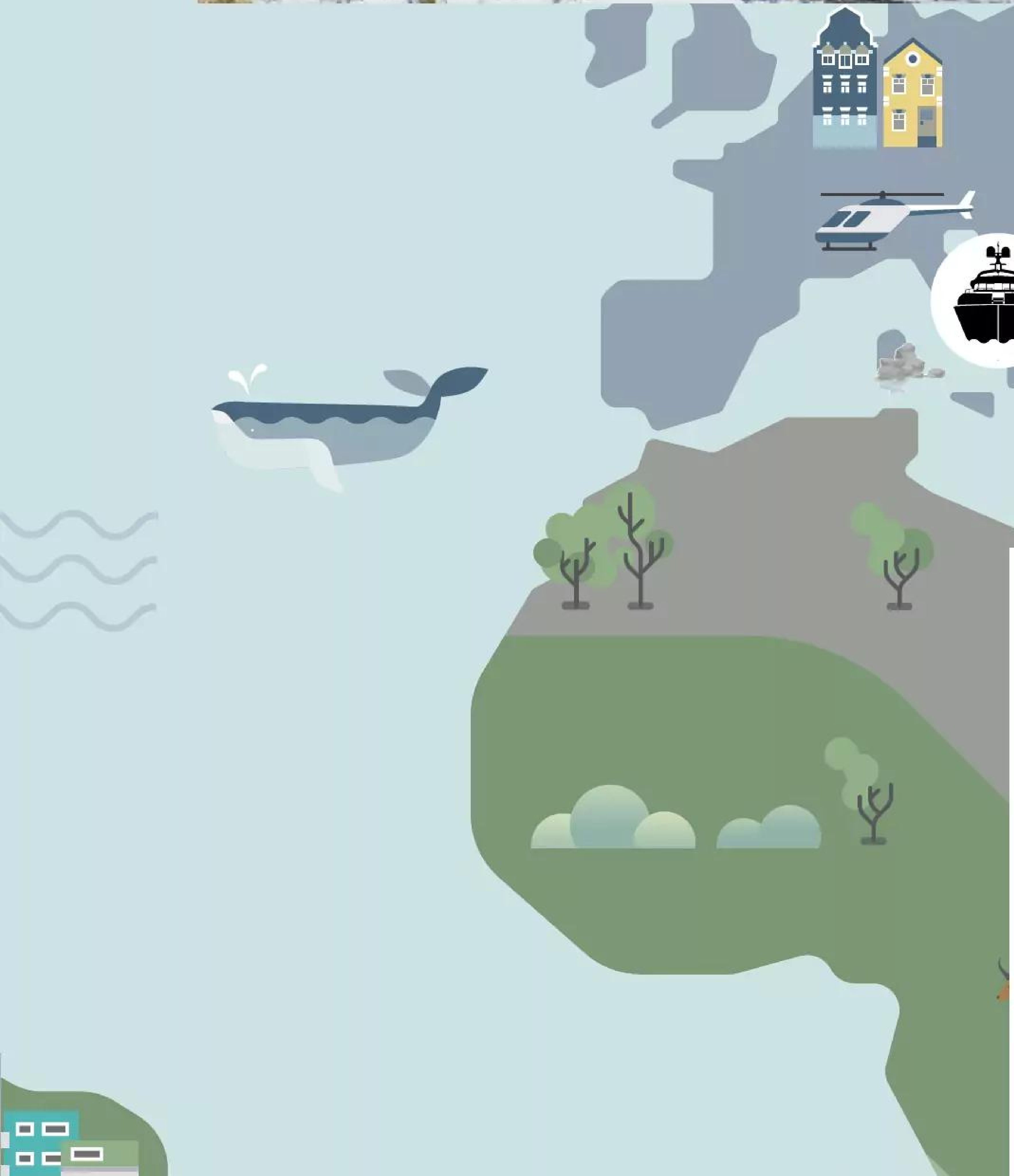
Did you enjoy the Bucket?
It was crazy. St Barths is a very special place, and basically the charm of the South of France concentrated into a paradise island 1,000th its size. We did try to convince the owners of *Vertigo* to let us enter the event in the Corinthian Class but we couldn't get approval. So we watched with great interest but were secretly glad in the end as the wind was very light

What's next for you?
I go home for a day and head straight to another charter on board the 54-metre Baglietto *C*. I'm being joined this time by my son and a group of his friends, as well as my parents. It will be a slightly drier trip! We'll head to the Bahamas and finish up at Baker's Bay

How are you enjoying the BVIs?
Yesterday we had a Painkiller cocktail at the Soggy Dollar Bar, which is a tradition in these parts, but I don't tend to get off the boat much. The group I'm with is very sporty so they've all been out snorkelling and hiking mountains. The topography of these islands is remarkable – it's a bit like Greece, only greener and with more sand

How is the fleet?
My Palmer Johnson, *Thunder*, is coming out of refit and I think we'll use that on the East Coast this summer. My Benetti Oasis 34M is also finishing up some work in Fort Lauderdale in the next couple of months and my Feadship sportfisher *Catch* will be in Chesapeake Bay this year. We'll get plenty of time on the water between those three!

Interview Kate Lardy



Members' Logbook

An anniversary charter in the BVIs, and the joy of watching your new custom explorer take shape

PHOTOGRAPHY: AHMED ON UNSPLASH; HARRY TIGER I TIGER CO; GETTY IMAGES; ADOBE STOCK; ANNIE SPRATT ON UNSPLASH; HANS JURGEN MAGER ON UNSPLASH

Owner of an in-build Cantiere delle Marche explorer

Length: 44m
Year: 2027
Location: Ancona

How's your new Cantiere delle Marche project coming along?
It is progressing very well. I had the opportunity to see the steel being cut for the hull recently, and that process is now almost complete. I was truly impressed by the structure and the meticulous way in which each piece is assembled after cutting. The level of precision and craftsmanship is remarkable. Most of the design elements have now been finalised, and it's exciting to see everything coming together

Have you made many changes to the design?
Due to the nature of the build being custom, bar the hull's architectural design, the whole boat is predominantly custom, and therefore I have designed it in conjunction with the yard and Vickers Studio. It has been an eye-opening experience, with an incredible level of attention to detail. This focus on detail has led to several design developments, ensuring that practicality is seamlessly integrated with elegance. Most of the modifications have been minor refinements, but there have also been a few more significant adjustments to enhance the vessel's functionality and usability

When are you expecting to take delivery?
Early 2027

What sort of interior have you gone for?
I've been working with Vickers Studio to create an interior that strikes a balance between classic elegance and contemporary refinement. We have placed a strong emphasis on high-quality materials and expert craftsmanship, particularly in the woodwork and stonemasonry. The aim is to create a timeless yet modern feel, ensuring a luxurious but welcoming environment on board

How are your cruising plans developing?
Given that it's an explorer yacht, I plan to venture beyond my usual sailing grounds in the Mediterranean and the Atlantic. I'm particularly excited about exploring both the Arctic and the Pacific, embracing the adventure and discovery that an explorer yacht enables. Once the boat has finished her shakedown, she will have a two-year global cruising agenda

What was it about an explorer like this that attracted you?
For me, the main attraction was the flexibility and freedom it provides to explore. I have always loved being on the ocean, and with a CdM explorer, I believe I will have the capability to venture into new and more remote destinations with confidence. It's about pushing boundaries and experiencing the world from a different perspective

Do you know what toys you'll be packing on board?
Plenty! Explorer canoes, explorer jet skis, 7.2-metre primary RIB, five-metre secondary RIB, sailing dingy, Fliteboard, Seabobs and my classic 1972 250cc XL Honda scrambler

Map **Jing Zhang**

Above: Richard Williamson

Victoire Tardy-Joubert, Victoria Wolle, Marvin Süssle and Nikolas Rigas

Chhay Bilinda Hak, Akash Chopra and Isobel Sinclair

Oli Riley, Gabrielle Lazaridis and Charlie Walsh

GENERATIONBOAT
THE OWO
MADDOX

Gifting provided by Orveda, Wheely and Ainslie+Ainslie

Above: Alice Berhagen and Aimilia Kakkou

The Gen B experience

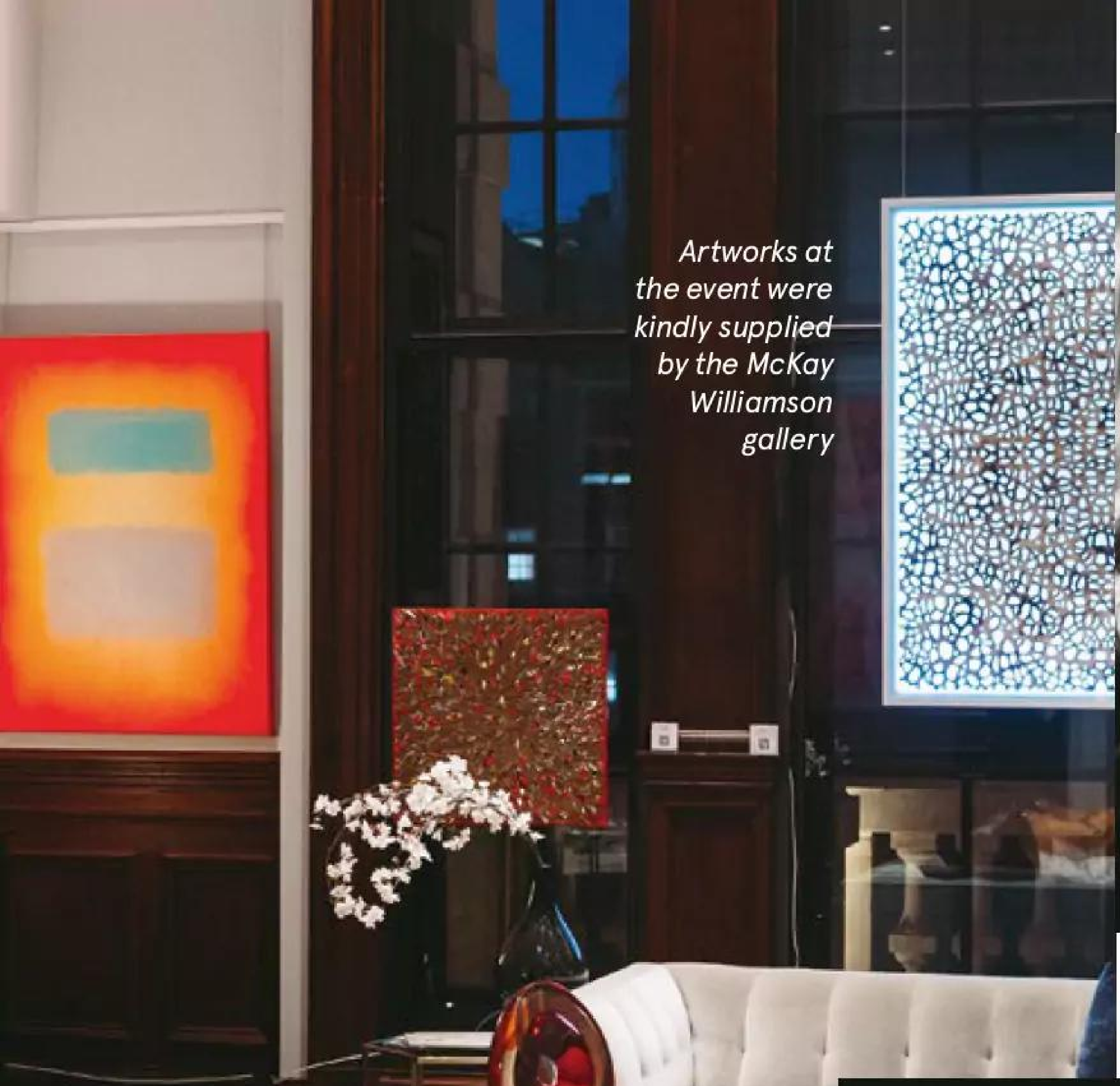
BOAT International welcomed the next generation of superyacht owners to our first official Gen B event

Generation BOAT, a global community for the sons and daughters of superyacht owners, kicked off with its inaugural event in February. Members from around the world gathered for an exclusive cocktail party at the McKay Williamson art gallery within The OWO Residences in London, before moving to the Spy Bar for a Vesper martini.

Generation BOAT (Gen B) is an exciting new initiative from *BOAT International*, designed to bring together the next generation of superyacht owners and inspire them to follow in their parents' footsteps. Members aged 21 to 35 are invited to form connections within a community of their contemporaries, all of whom share a love for yachting.

Gen B will return for a members' brunch in Palm Beach during the 2025 Palm Beach International Boat Show.

Sean Lazaridis, Alex Porter and Madeleine Philp



Artworks at the event were kindly supplied by the McKay Williamson gallery

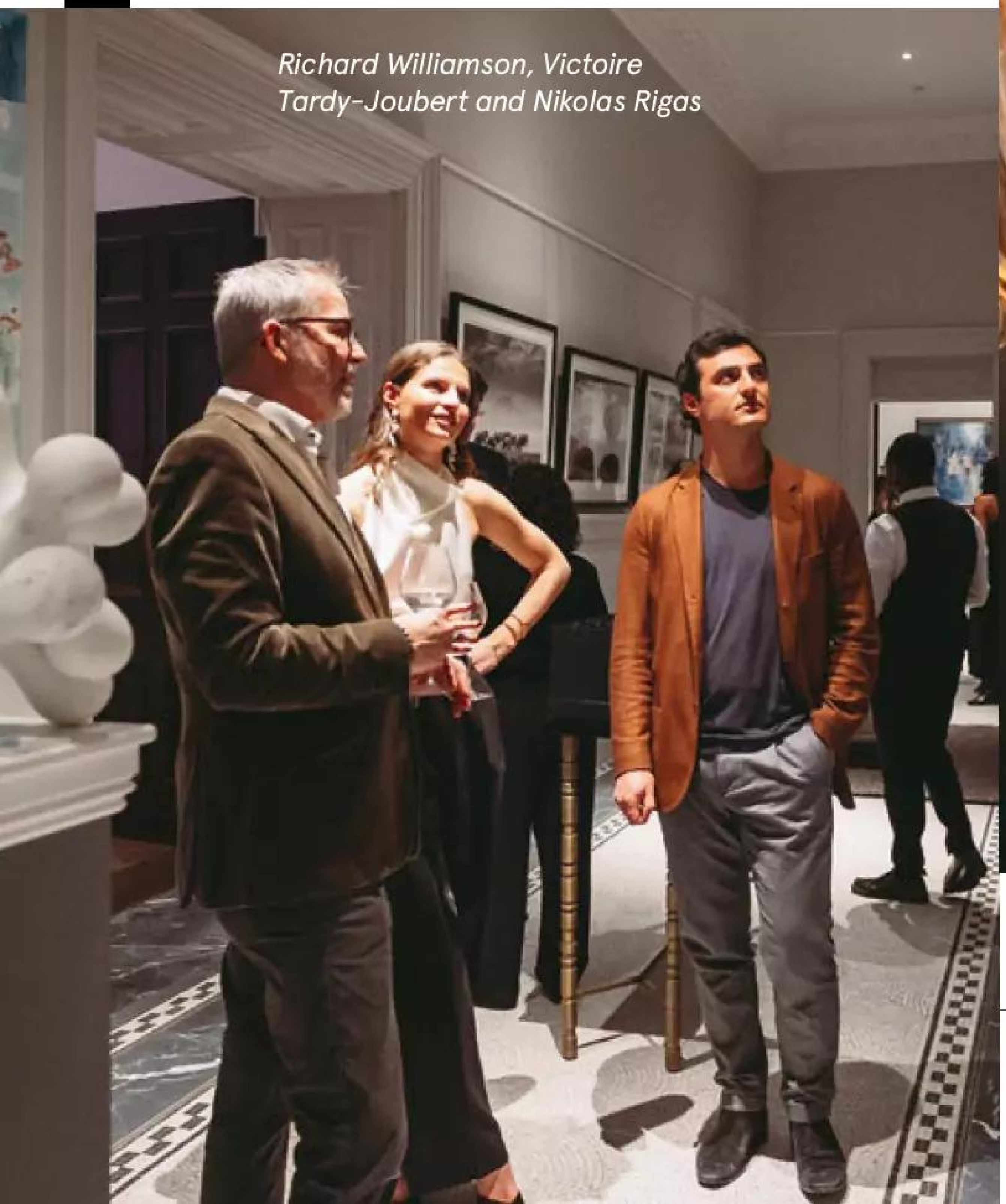
Above: Victoire Tardy-Joubert

Below: Sean Lazaridis, Jennifer Wilson and Jack Oakes

Below: Adam Ball, Alex Porter and Mark Porter

Above: Charlie Walsh and Victoria Wolle

Richard Williamson, Victoire Tardy-Joubert and Nikolas Rigas

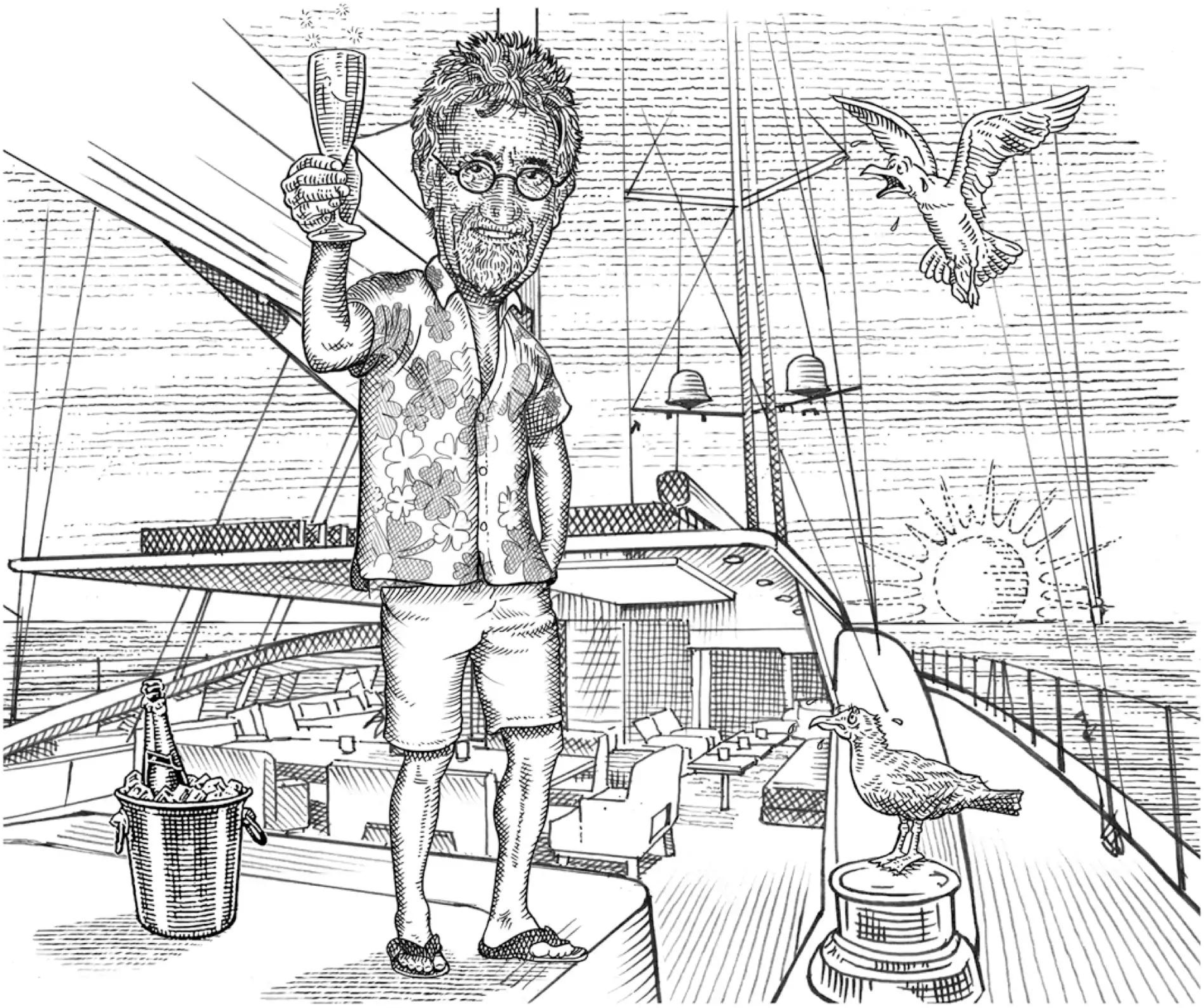


Above: Athene Lakey and Lucy Harrison

With special thanks to The OWO and Maddox for supporting the launch event

Eddie Jordan

1948 - 2025



Eddie Jordan wrote his first column for this magazine in October 2014, and over the years filed some 127 dispatches about his endless adventures on land, sea and air. In that first column, he wrote, among anecdotes about sinking his tender in Jost Van Dyke and dancing on tables in Anjuna: "The three passions in my life are motor racing, music and sailing. I've had the chance to do all three of them in this life, so I'm very lucky." But you make your own luck, and Eddie did that in spades, through his entrepreneurship, lust for life and knack for knowing a good deal when he saw one. He lived life in fifth gear, an approach perhaps summed up best by this sentence in his final column, printed in the April 2025 issue: "Time flies and you don't get a second chance. The meter only goes forwards. When they eventually lay me down to rest, I would like to think there's not much that I haven't done." I hope, after reading this column for over a decade, you can agree that Eddie did it all. ***Stewart Campbell***

ILLUSTRATION: JON ROGERS

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Photography

LORENZO TAMPUCCI
(exteriors)

GIULIANO SARGENTINI
(interiors)

Cover boat
JAS

A TALL ORDER

It's not easy to turn a speculative build into a superyacht that feels personal. *Katia Damborsky* discovers how a dedicated design team added a deck and established custom character on board Admiral's new 66-metre *JAS*

>>

JAS

JAS

Started on spec as a sistership to Life Saga II, JAS *gained her own identity when she found her owner, who specified, among other things, an observation deck*

Partway through construction, the owner of 66-metre *JAS* took a long look at the yacht's profile and decided something was missing. Then came the words that no engineer or project manager wants to hear: "It needs a new deck." No doubt the request led to sleepless nights and a few grey hairs, but ultimately the addition was gracefully integrated at the top of the yacht and dubbed the observation deck. The result is a boat that bears a general resemblance to *JAS*'s 2019-delivered sisters *Life Saga II*, but with slightly different proportions. Mark Berryman, whose studio designed the interiors of both *JAS* and *Life Saga II*, doesn't think it compromises the yacht's look too much. "It does put some height on the overall dimensions of the vessel, but it doesn't really affect the lines of the boat," he muses. "I'm glad the owner pushed for it."

Although "pushing for it" may be the wrong phrase, according to Giovanni Costantino, CEO of The Italian Sea Group (TISG), the parent company of Admiral. He says that being adaptable is all part and parcel of their yacht building mentality. "When clients choose us, it's not just because of our technical ability," says Costantino, "but the extreme flexibility to accept the challenge in building a specific project that has never been seen before."

Looking at TISG's fleet, it's hard to argue with the yard's huge scope for custom creations. The metallic-hued 74.8-metre *Kenshō* could hardly be mistaken for anything else, and the radical 44-metre catamaran *This Is It* showcased a completely fresh look. "We take on challenges with pleasure," says Costantino. "Sometimes clients come to us with requests that are so extreme that other shipyards, even if

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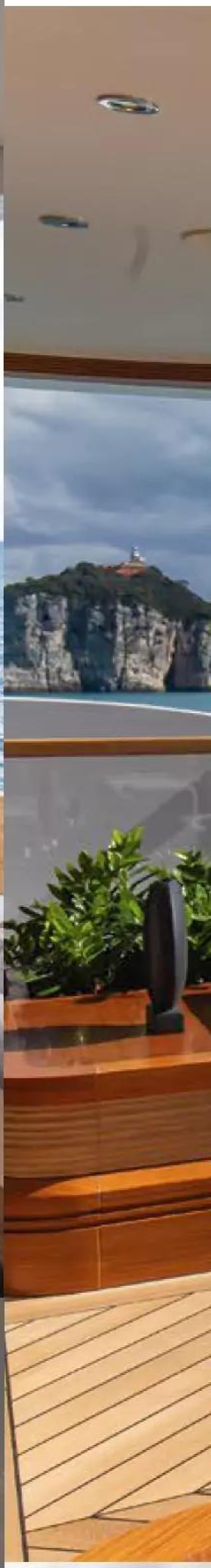
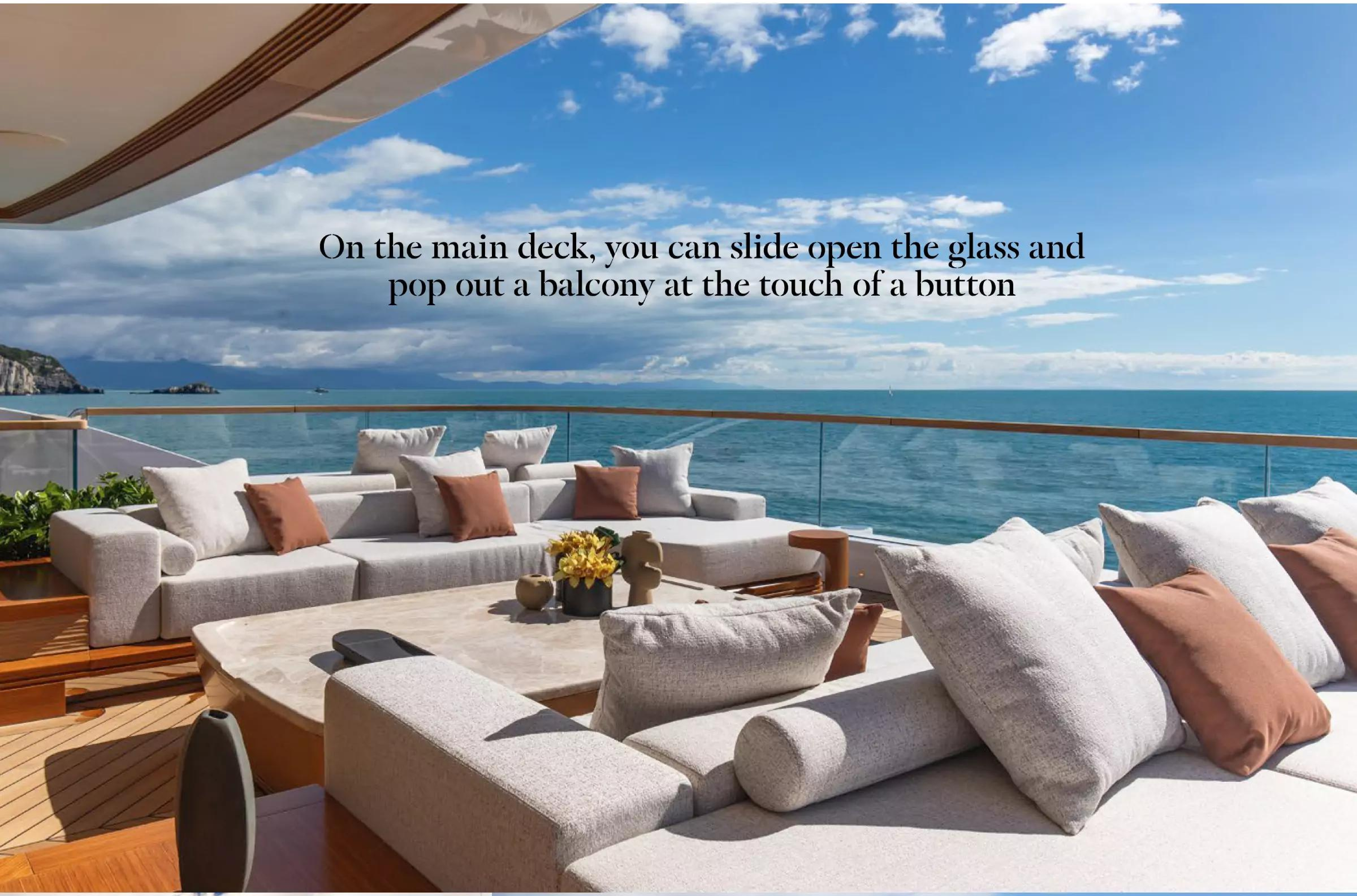


they have the technical expertise to do it, refuse because it's too much of a challenge."

The reason for the deck addition on *JAS* was that the owner had come to the project after it was already in build on spec. The client was very "easy-going" about the fact that most elements were predetermined, says Francesca Russo, production specialist at TISG, but "there were just a few things he personalised". One such thing was the cabin configuration because he was adamant about having a second owner's cabin. Not a fun-sized second VIP, mind you: a full-size second owner's cabin. He saw that by conjuring up a new deck up top, the sundeck no longer needed to function as an indoor-outdoor lounge (which is the arrangement on *Life Saga II*) and could therefore accommodate that extra cabin. The arrangement brings the total number of guest cabins up to an impressive eight – a leap from the six that is more common on yachts in this size bracket (although one of these cabins is technically classed as a staff cabin and is located on the lower deck).

The pool on the main deck (top) can be lit up with different colours. A spa pool is found on the observation deck aft (opposite page, far right) and a third is in the beach club. Above: bulwarks unfold on either side of the main saloon to create terraces over the water. Opposite page, top: the sundeck aft is home to a small garden



On the main deck, you can slide open the glass and pop out a balcony at the touch of a button

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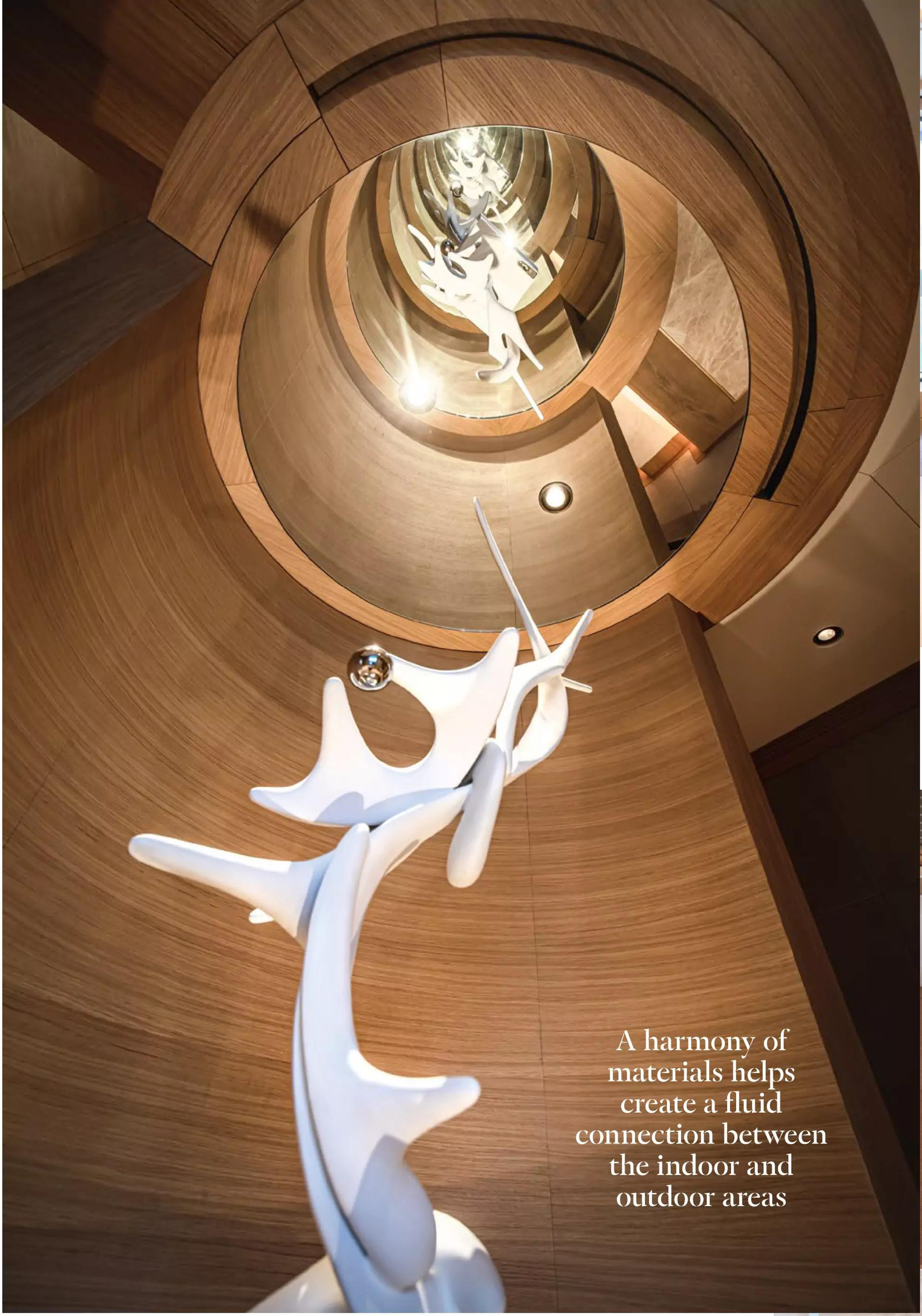

A harmony of materials helps create a fluid connection between the indoor and outdoor areas

Below: the main deck aft flows into the main saloon via an indoor-outdoor area that eases guests gently inside in a seamless transition. Just forward of the bar is the formal interior dining (above), which lies between huge expanses of glass; cut-outs in the bulwarks just outside further expand the sea view

JAS made her first public appearance at the 2024 Monaco Yacht Show prior to her official delivery. The exterior was executed by Admiral's in-house design department, and, following his success with hull No 1, Mark Berryman handled the interiors. The owner brought in Brad Whiteman of Qudra Yachts as his representative and Mansour Bookani at MB Architects to balance his aspirations with the creative vision of lead designer Berryman.

There's a clear evolution from *Life Saga II* to *JAS*, and that doesn't just come from the added height. Both boats use wood and leather to create a beach house effect, but *Life Saga II* has the soothing, Zen-style feel of an Asian-inspired spa, while *JAS* has the boho yet stylish vibe of a Mykonos beach club. Initially, Berryman and his team had opted for the darker, moodier sepia and taupe shades that are common in European woods, but "the client turned around and said he would quite like a lighter accent in there as well", explains Berryman. "We used an American oak, so it's got a lighter feel to it, and then we've gone really dark with the wenge as the contrast. It's just pairing the woods a little bit differently."

Since the boat started life without an owner, Berryman had to be creative about how he envisioned the owner using the boat. "All my clients work hard and when they use their boats they want to be enjoying them and putting their

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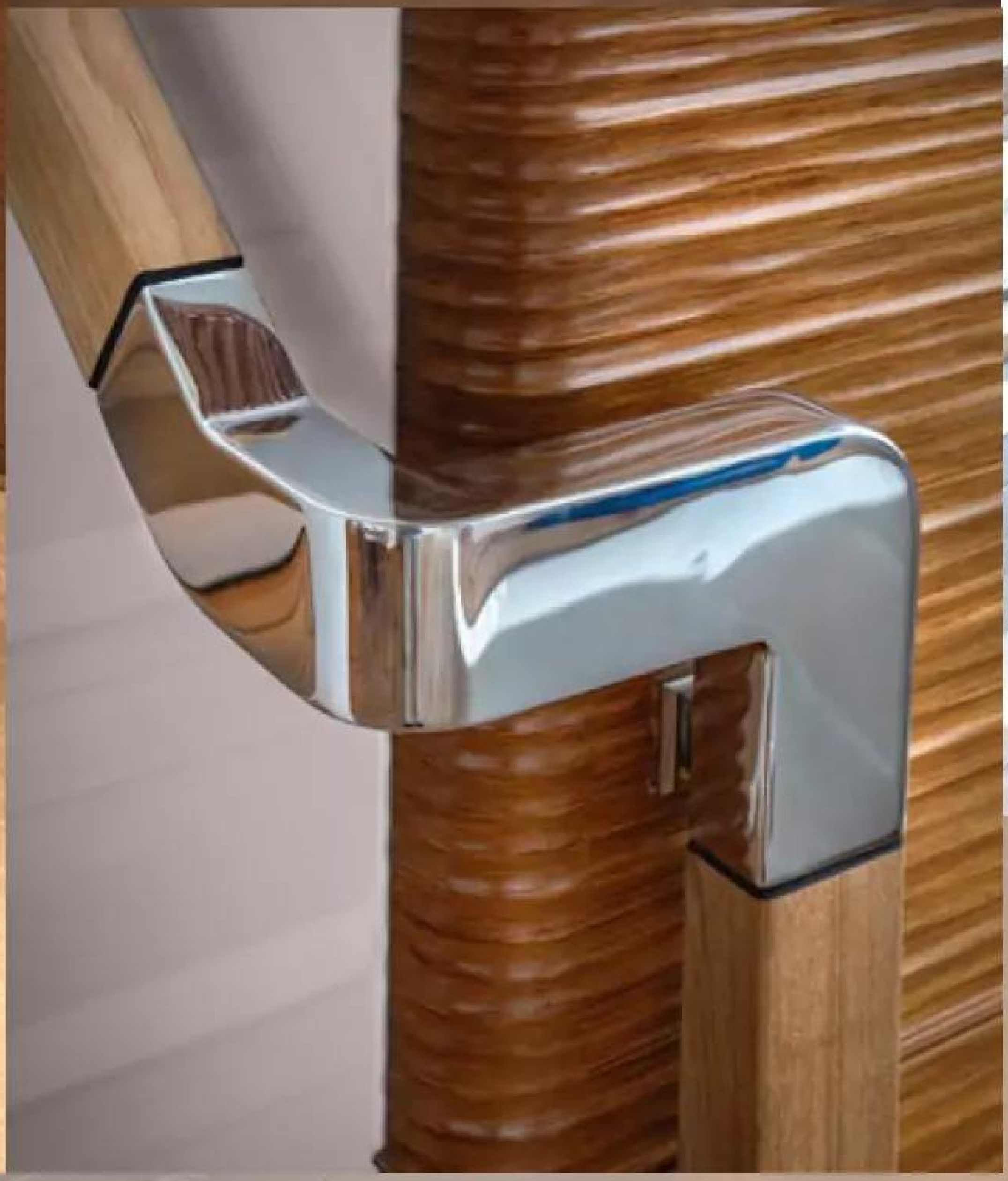
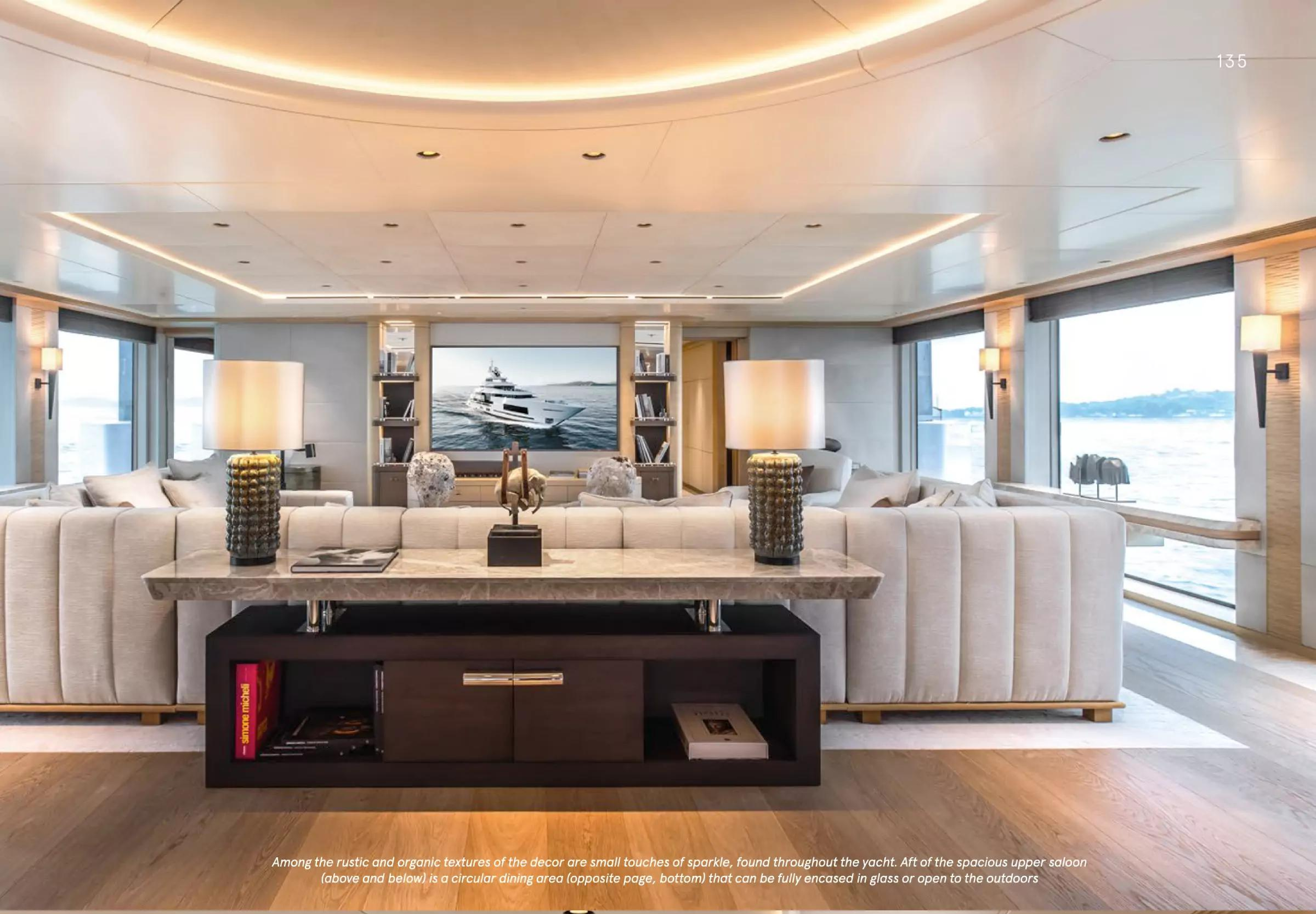
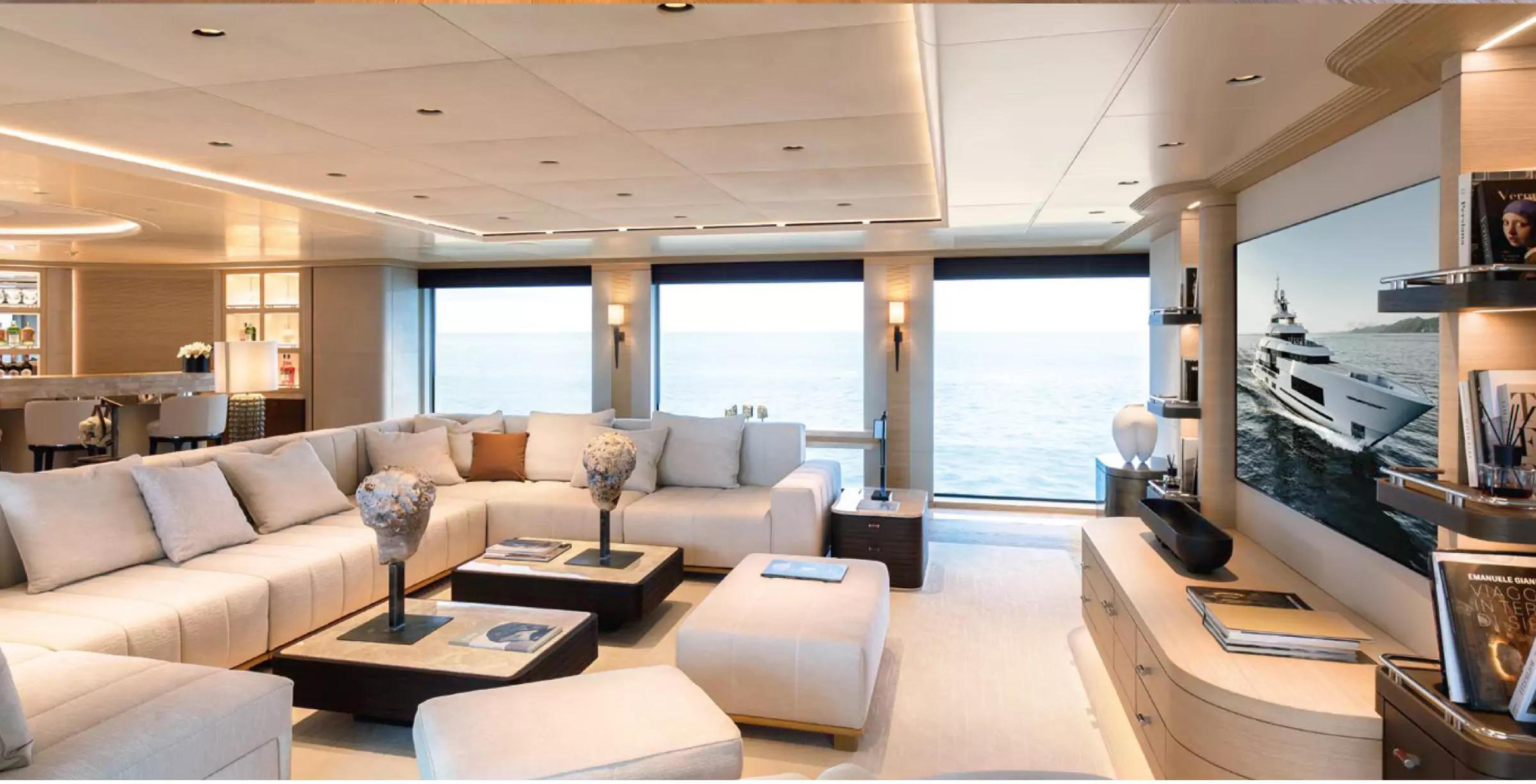




Among the rustic and organic textures of the decor are small touches of sparkle, found throughout the yacht. Aft of the spacious upper saloon (above and below) is a circular dining area (opposite page, bottom) that can be fully encased in glass or open to the outdoors



“I’m not a fan of high gloss and hiding the natural material’s character”

As seen in the main saloon (opposite page, top), upper deck dining (opposite page, bottom) and sundeck owner's cabin (above and left), canaletto walnut with black veining and satin-finished mocha oak provide a contrast to light American oak joinery. Sugar-coloured Torroncino marble and travertine also lighten the space

feet up," he says. "I know it sounds crazy, but there's nothing worse than [when] you walk on board and you don't want to breathe because you don't want to upset a beautifully laid out interior." He didn't mind losing a bit of "cutting-edge, contemporary" style if it meant the yacht feels liveable. To that end, the design details are subtle, and Berryman tried to create a relaxed feeling.

The repetition of materials and motifs helps with this. In the cabins, the same carpet can be found underfoot, but there's a slightly different pattern in each space; you may not notice it unless you are looking for it. The timbers used inside extend into the outdoor space – an approach Berryman is particularly fond of.

"It's something that many years ago probably wouldn't have been attempted because it wouldn't have been durable enough," he says. When he started out, teak was the only finish designers were brave enough to use outside because "even if your lacquer isn't 100 per cent up to it, it's a very durable wood – the oil in it fights the problems that you're likely to get. If you stuck oak outside 25 years ago, as soon as it gets water in it, it'll start to go black." The same applies to fabrics. Now, everyone wants their outdoor spaces to feel like an extension of

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There will be no disputes between the owner's friends and family over who gets the best cabin

their home. With this demand have come new sealants for wood and materials with foam cores that allow water to pass through without damage.

This harmony of materials helps create a fluid connection between indoor and outdoor areas, which is also seen on the main deck with a saloon that glides almost seamlessly into the al fresco entertainment space, with a fully foldable glass windbreaker. That fluidity is repeated on the upper deck, where a circular dining area sits between indoor and outdoor decks. It can be encased in glass, left open or sealed with glass on one side, making it either an indoor or outdoor dining area depending on your inclination.

Many of these choices were made in the name of gathering big groups, something that underpins a lot of the decisions on the boat – including all that accommodation. "Even if the owner isn't using it, he's got very close friends and family that he'll [lend] it to," says Russo. Those friends and family will have no disputes over who gets the best cabin. The sundeck suite looks out over a forward wall of glass with totally private access to a foredeck that doubles as a touch-and-go helipad. The owner's cabin that's actually used by the owner is situated on the main deck forward, and it covers 80 square metres including the bathroom and walk-in wardrobe. Attached to it is a cabin that is ideal for little ones wanting to sleep close to their parents. Also on this deck is a VIP, with the remaining cabins found below deck. The yacht will be privately used, but all of those cabins would make her a charter star if she ever wanted to go down that route.

While there are two owner's cabins on board, JAS's owner uses the main-deck one, which sprawls a generous 80m² (above, right and left). Aft of it is a VIP cabin (below and opposite page, top), which enjoys the same massive windows as the owner's

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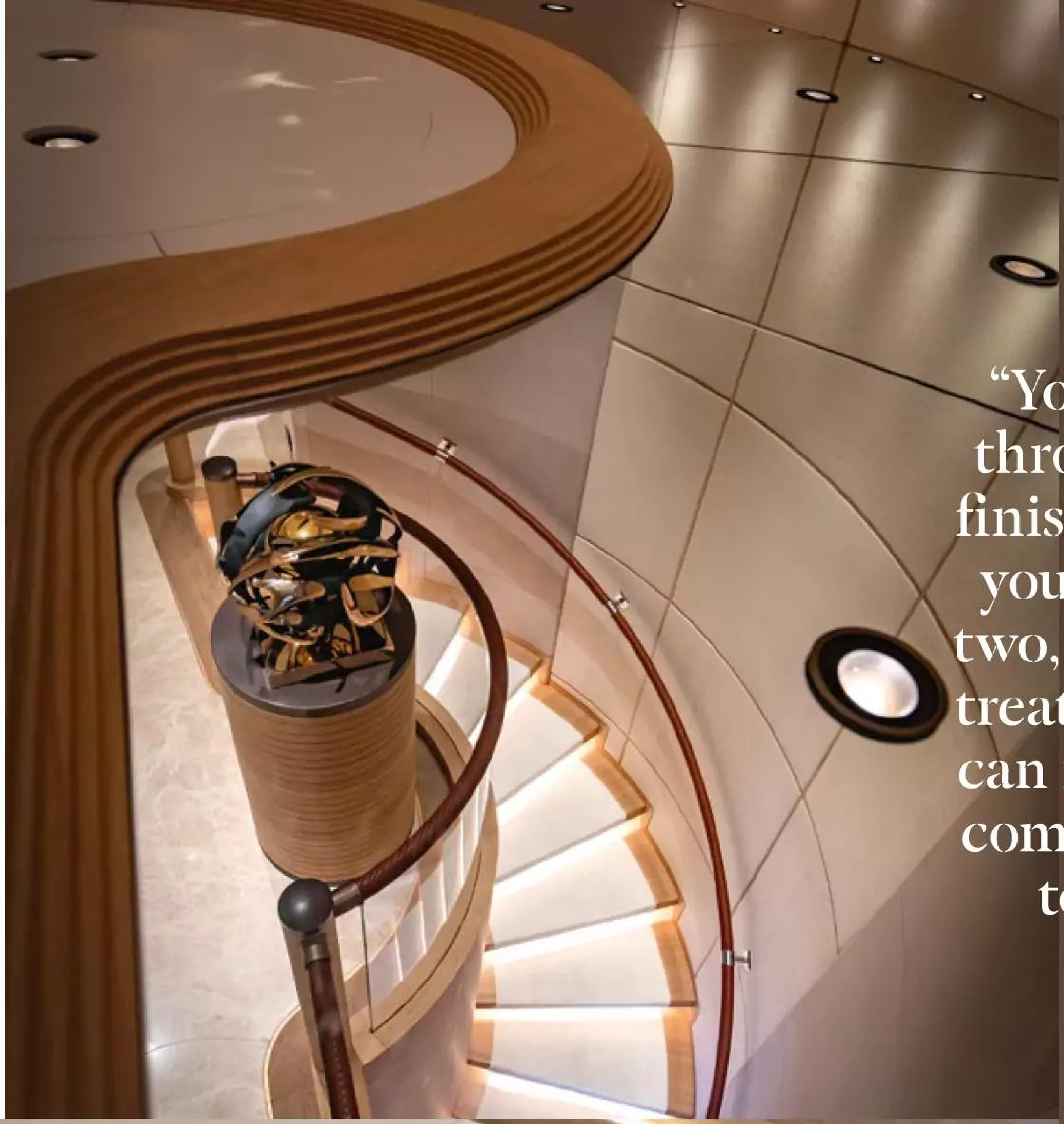

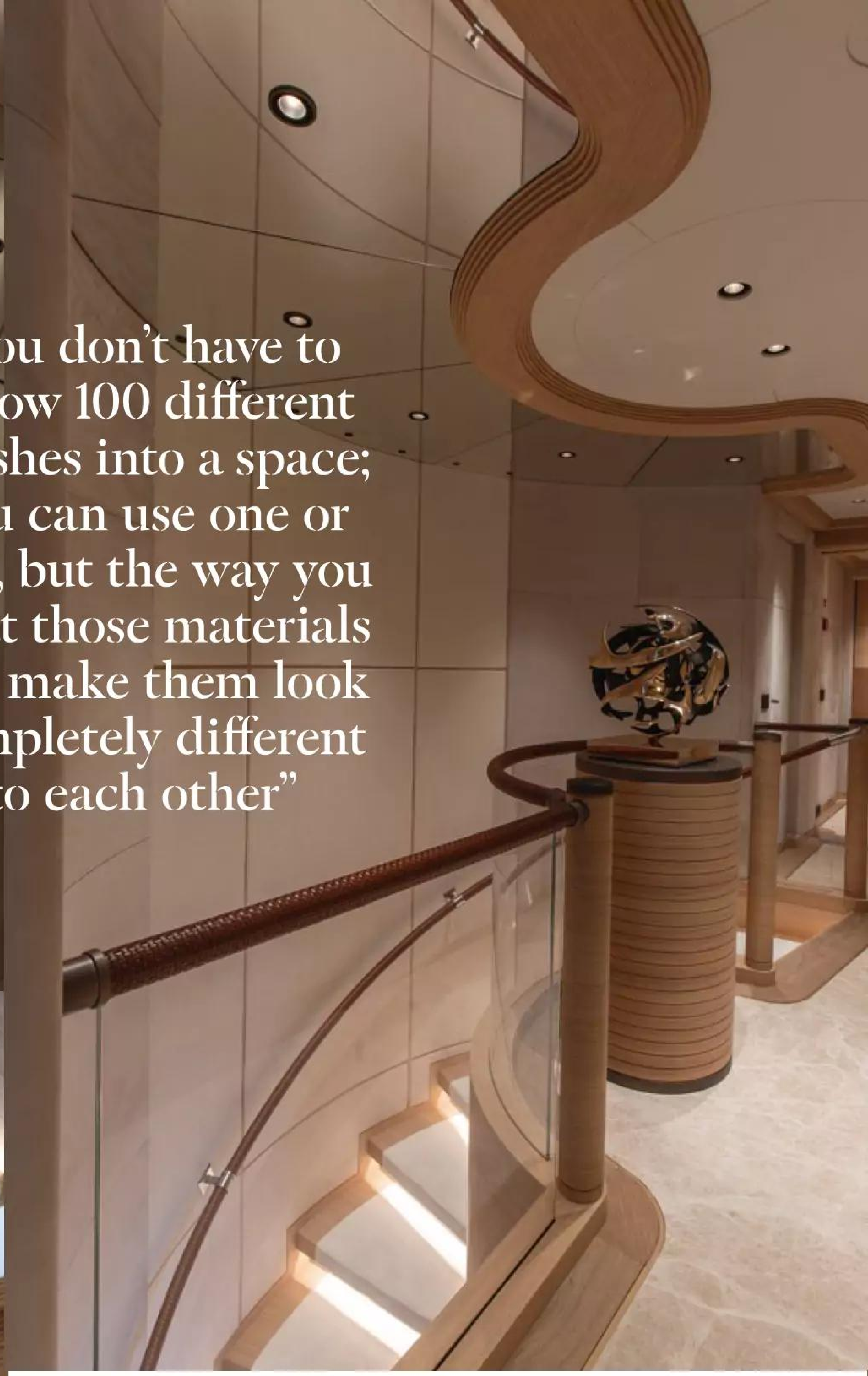

“You don’t have to throw 100 different finishes into a space; you can use one or two, but the way you treat those materials can make them look completely different to each other”

Like the rest of the yacht, the colour palette in the cabins is a well-balanced blend of cream and light brown. “You don’t have to throw 100 different finishes into a space; you can use one or two, but the way you treat those materials can make them look completely different to each other,” explains Berryman. He prefers more rustic and organic textures. “I’m not a big fan of high gloss and hiding the natural material’s character,” he says. Foglizzo leather in woven, mottled and distressed textures carves out the wall panels and small furnishings, as on the door handles and around the side tables. Hammered brass with a burnished finish complements touches of smooth grey nickel and an almond-toned carpet adds a brightness that works well with all the natural light.

This was another non-negotiable for the client and something that stands out about *JAS*. If you only saw her from the outside, you’d know her interiors were airy and bathed in light, thanks to the huge sheet of windows that can be seen running along the main and upper decks. “From the profile, it seems [to be] a single piece of glass,” says Silvia Fabbrini, TISG’s project coordinator, “but it’s two sections, each measuring two

Bringing the total number of guest cabins to eight, four more cabins are found on the lower deck, including one with a bed that converts from a double to twins (opposite page, bottom). All benefit from large portlights

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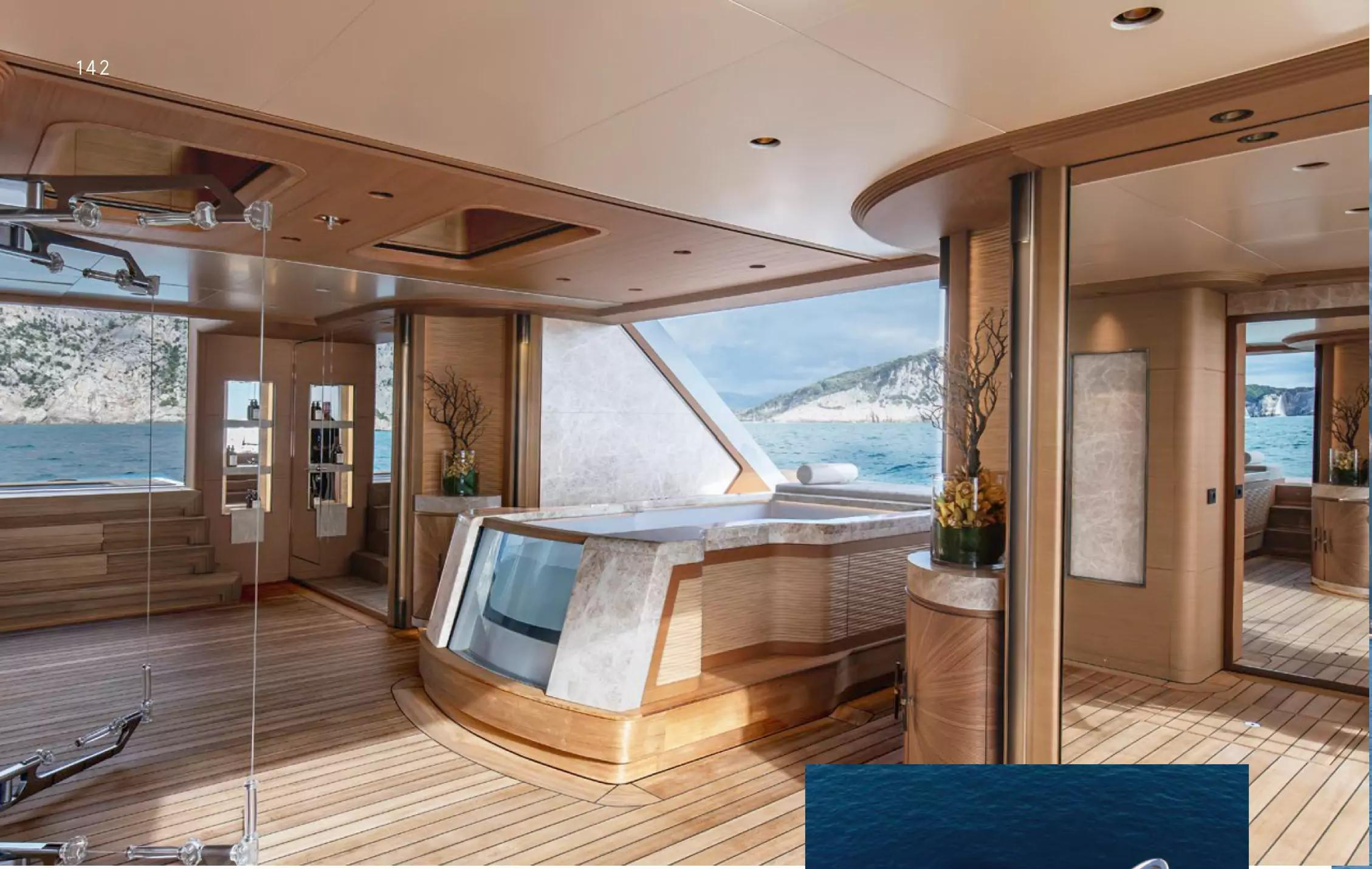
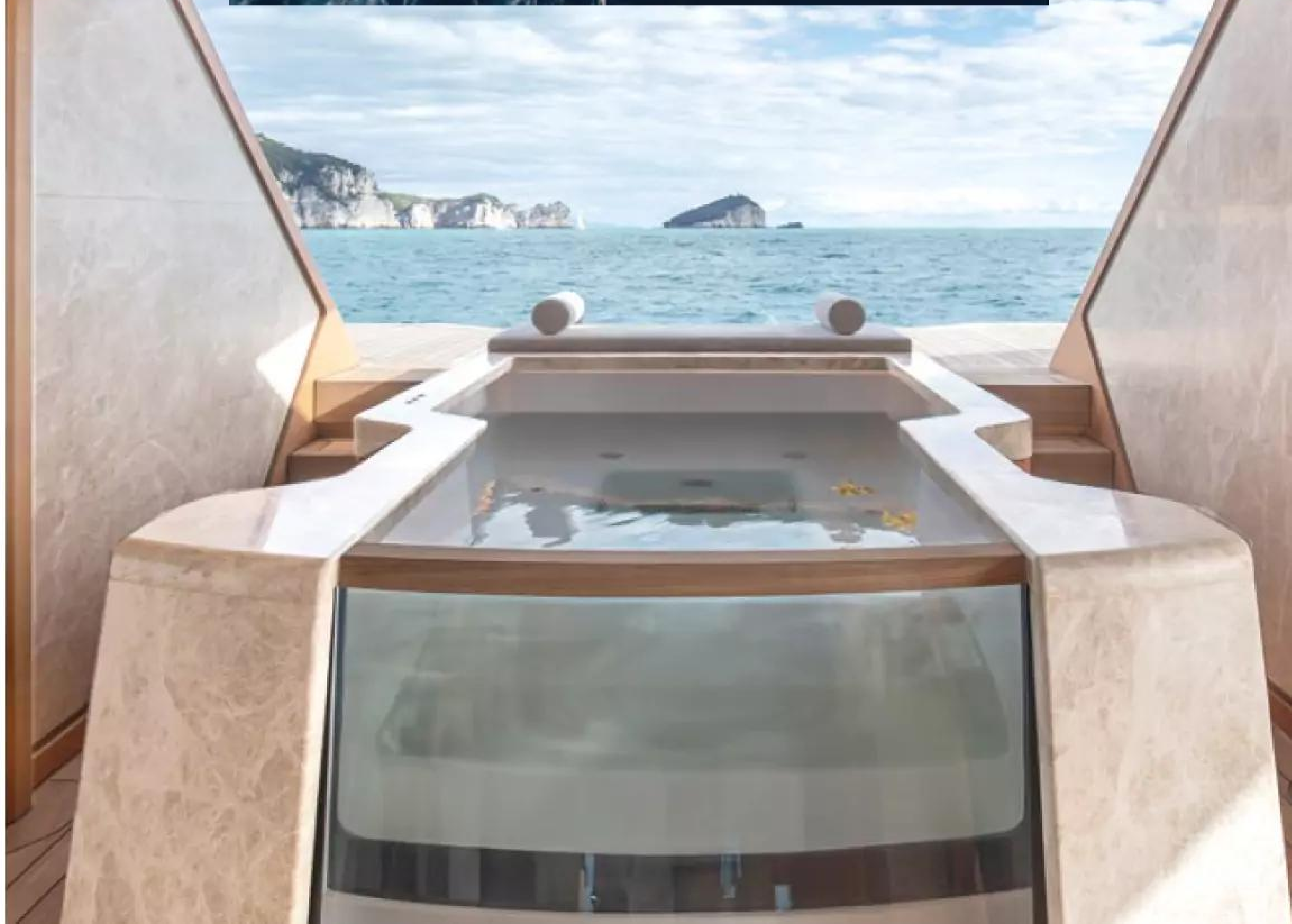


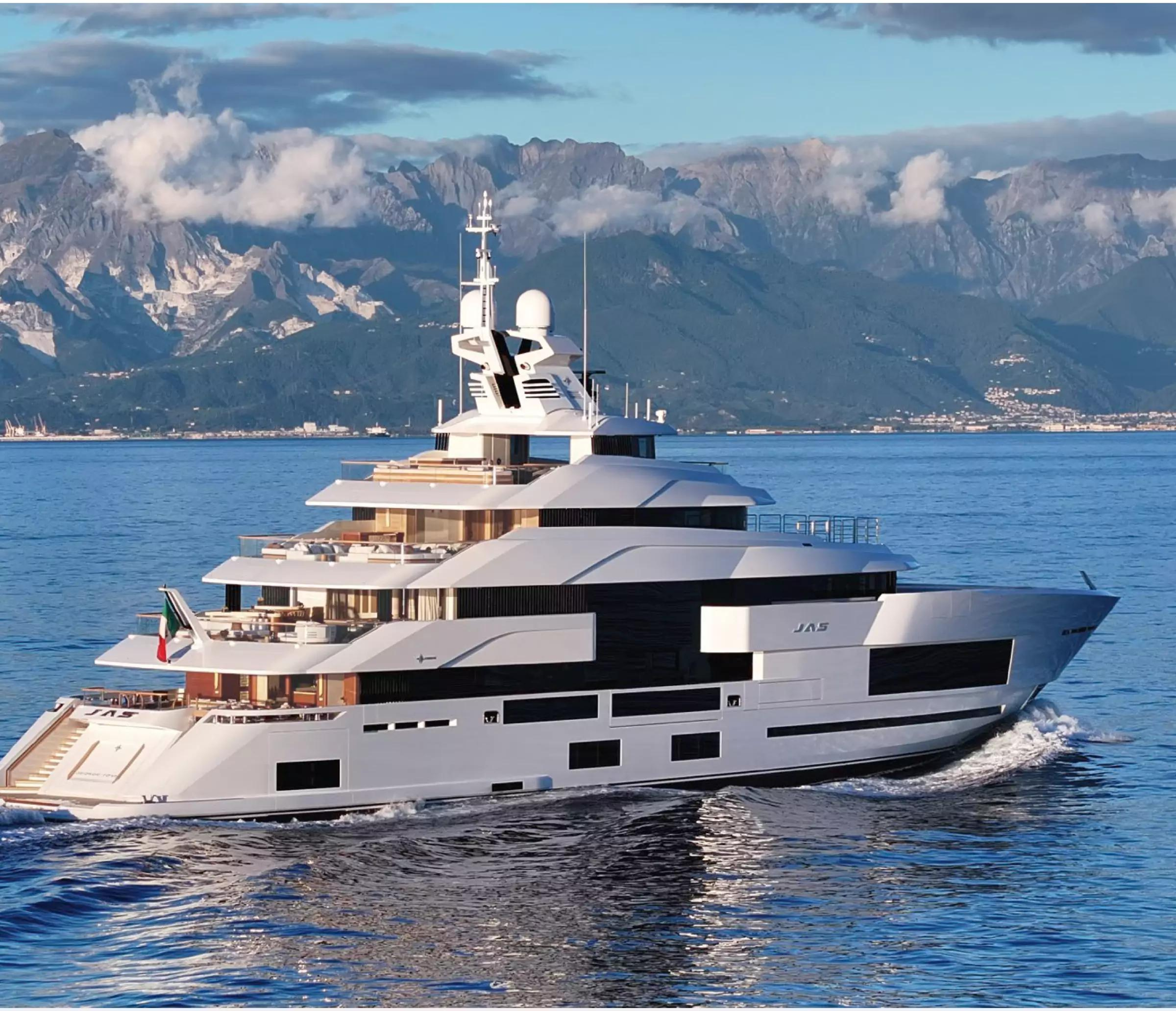
The focal point of the beach club is a 3.2-metre by 1.2-metre pool. The beach club style was something that the owner appreciated on *Life Saga II* and reintroduced on his own boat

metres." So, four metres high in total and about the same length along. On the main deck, you can slide open the glass and pop out a balcony at the touch of a button, giving you an over-water terrace to enjoy at anchor.

More unfolding bulwarks can be found on the lower deck beach club, with two balconies that flank the space and sit "more or less 60 centimetres from the waterline", says Fabbrini. The focal point of the beach club is a 3.2-metre by 1.2-metre pool, which has a curvy border that adds visual interest. Above, two clear panels on the floor of the main deck bring some much-needed light into the space. The beach club style was something that the owner appreciated on *Life Saga II* and reintroduced on his own boat.

During *JAS*'s Monaco Yacht Show debut, interest in the boat demonstrated that combining elements from *Life Saga II* with fresh ideas has created something completely new – a yacht perfectly able to meet the lofty ambitions of her owner. ■





JAS

Admiral

LOA 65.77m

LWL 56.55m

Beam 11.38m

Draught 3.2m

Gross tonnage
1,294GT

Engines 2 x 1,500kW
Caterpillar 3512C

Generators
3 x 200kW Caterpillar 3.9

Stabilisers
4 x fin, zero speed

Speed (max/cruise)
16/14.5 knots

Range at 10 knots
7,500nm

Fuel capacity
126,372 litres

Freshwater capacity
32,086 litres

Owners/guests 12+2

Crew and staff 17+1

Construction
Steel hull; aluminium
superstructure

Classification
LRS ✠100A1, SSC, YACHT,
Mono G6 [✠]LMC, UMS,
IHM, REG-YC Part A

Naval architecture
The Italian Sea Group

Exterior design
Centro Stile – The Italian
Sea Group

Interior design
Mark Berryman Design

Builder/year
Admiral – The Italian
Sea Group/2025
Marina di Carrara, Italy
+39 0585 5062
info@theitalianseagroup.com
admiral-yachts.com

NAME
markberrymandesign
Our New Ice Class Explorer

OBJECTS OF DESIRE

Designers and shipyards often take centre stage when a yacht is launched – but behind each awe-inspiring project, there are talented makers in the wings. The BOAT Artistry & Craft Awards celebrates the skill and creativity of these individuals, as well as the teams that come together to learn from each other and create something truly special. This year the judges – and sponsor Parkway England – faced a tough challenge in selecting the winners. Holly Margerrison *meets the recipients of the Nature Squared-created trophies and uncovers their inspirations, passions and processes*

THE JUDGES

Deborah Pocock LVO, CEO of QEST; Lay Koon Tan, co-founder of Nature Squared; Adrian Sassoon, contemporary art dealer; Andrew Winch, founder of Winch Design; Jay Rushton, CEO of Parkway England; Christopher Whale (chair), group creative director of BOAT International Media

PHOTOGRAPHY: BEN HARRIES

CÉLINE ALEXANDRE

Excellence in Craftsmanship

NOMINATED BY Reymond Langton Design
FOR decorative panels on *Kismet*

PORTRAIT: *Iris Brosch*

Step on board 122-metre Lürssen *Kismet* and you'll find the maximalist, fantastical, awe-inspiring aesthetic that has made the yacht one of the hottest talking points in the yachting community over the past year. There are so many creative spaces and themes that even the engine room gets its own name; it's a yacht that cannot be contained or put in a box. It's fitting, then, that designer and co-founder of the Reymond Langton studio, Pascale Reymond, called on a host of multidisciplinary artists to create what she has dubbed a "cathedral of design".

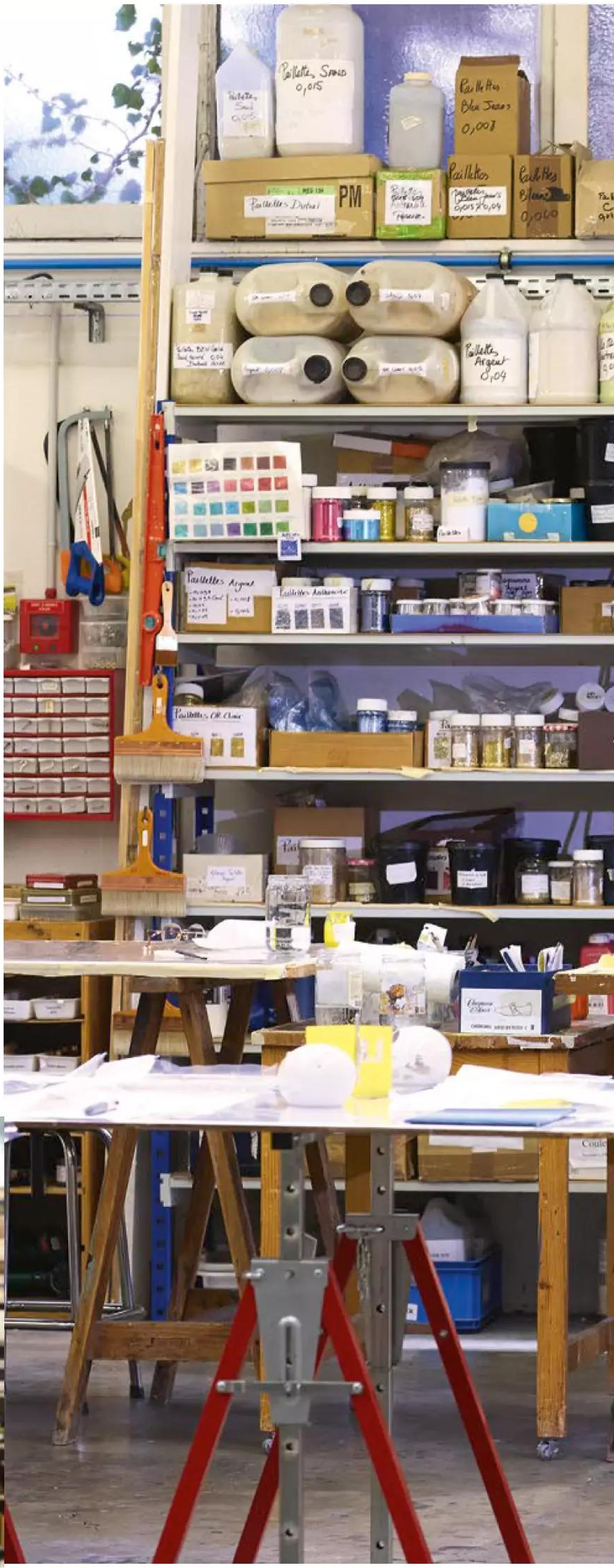
One of these experts is Céline Sorigué, artistic director and co-founder of Céline Alexandre, who was commissioned to create custom-designed decorative panels for the beauty room on board. Drawing on Sorigué's haute couture background (as artistic director, she spent 12 years at the helm of Atelier Dynale, a studio known for its expertise in creating textured fabrics for haute couture), the panels depict a flight of ginkgo leaves, paying homage to the uniquely shaped symbols that are representative of hope and strength in Chinese culture, and survival and peace in Japan.

Somewhat at odds with the maximalist spaces on board, the beauty room serves the function one would expect: a soothing, subtle and soft environment. Scratch beneath the surface though, and you understand the intention behind each layer; in fact, the artist investing him or herself wholeheartedly into the making process is something Sorigué is emphatic about when designing. She suggests a big part of the process is in the preparation, and used hand drawings to capture the movement of each individual ginkgo leaf.

The studio team then used intricate layers of paint, varnish and metallic powder mixes over her drawings to bring softness, elegance, refinement and depth to the panels. The resulting trompe-l'oeil effect was further enhanced by gold leaf engraving.

Sorigué references artist Mark Rothko as a key inspiration. "His works are built on layers and overlays of colour. Colour is an infinite field that requires true mastery. When you look at his works, you are drawn into a deep meditation."

The panels took the studio team a painstaking 400 hours to create and employ various painting styles, techniques and intricate layers of paint, varnish and delicate gold leaf engraving. In this world of haute couture, precision and technicalities, does Sorigué ever leave room for error? "Nothing in life goes exactly like you would like," she says, comparing it to the fall of ginkgo leaves, which she used as a symbol of freedom. "In the painting it was possible to do something else, to manage this fall because it is a fall of ginkgo, like in life." Of course, errors did occur,



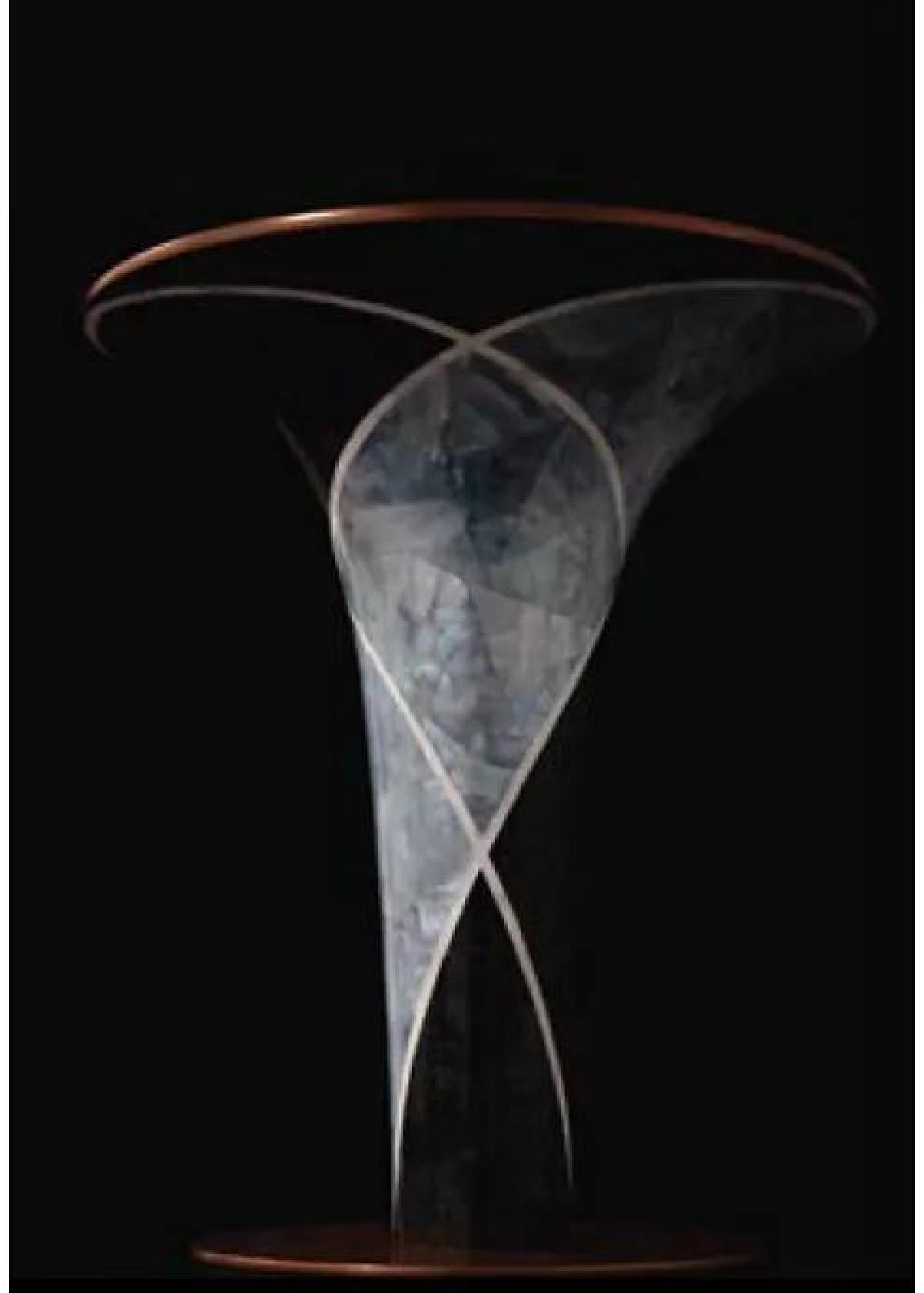
"YOU HAVE TO DO THINGS WITH FEELING IF YOU WANT YOUR WORK TO RESONATE"

ADDITIONAL PHOTOGRAPHY: NATURE SQUARED

Nov. 2023
Résine
Nov. 2023
IDEAL COLORANTS
ALTER EGO
CHANEL

but Sorigué and her team would find new ways of doing things, of saying, "OK, this didn't go right. What can I do? We'll do it another way."

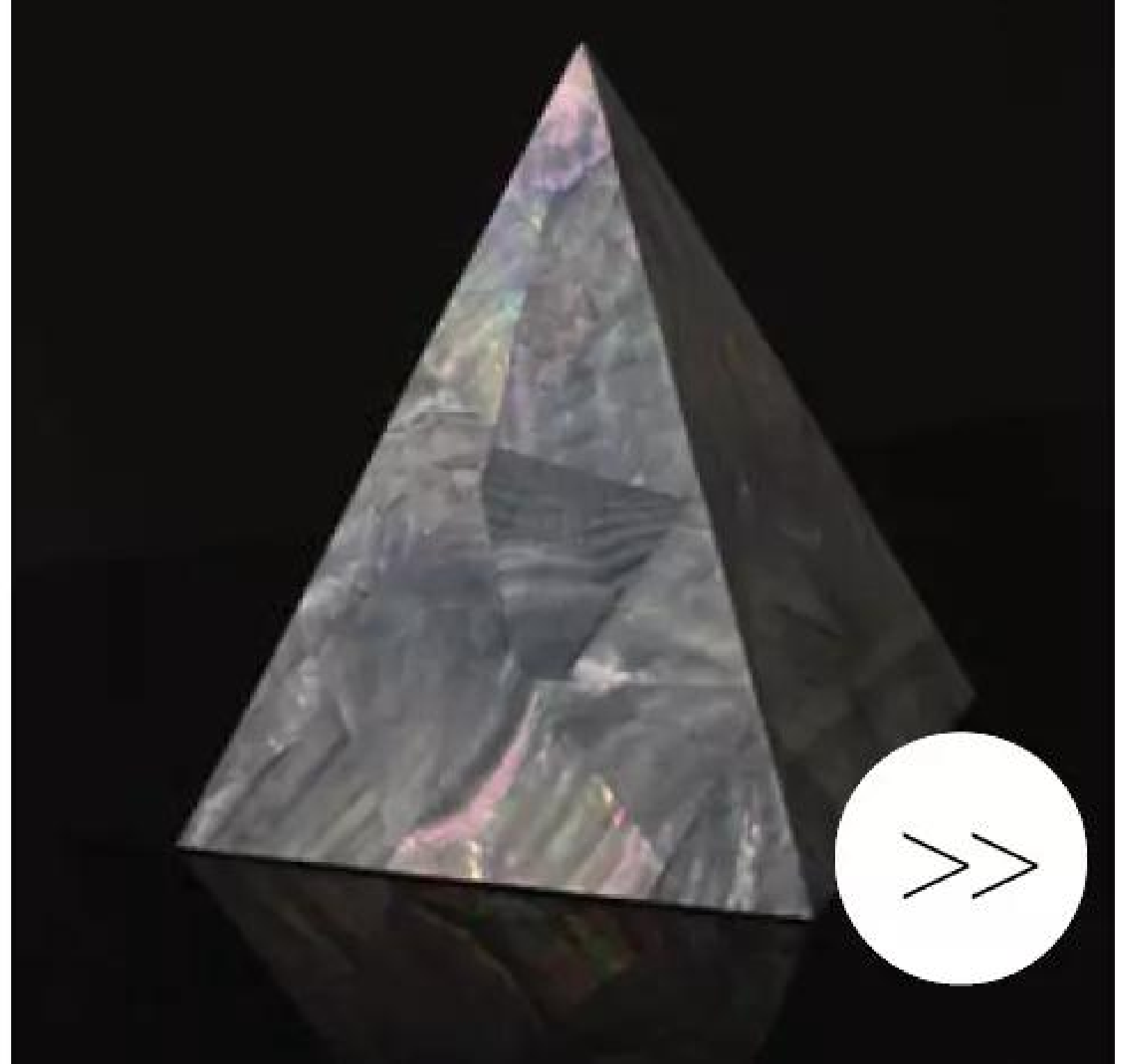
She likens design to a whole-body process like meditation. "In the workshop I tell the team, 'Put your body like this, maybe you'll feel better.' You have to do things with feeling if you want your work to resonate. You have to be in the painting."



STEALING THE SHOW

Alongside the artisans' incredible pieces, this year's trophies – once more produced by Nature Squared – were likewise a thing of beauty. Inspired by the vortex, a natural phenomenon, the concept represented the fusion of craft, nature and sailing into one entity. Each trophy was created from repurposed pearl shell, dark pen shell and copper – all materials that would otherwise have been discarded as waste. By monetising these waste products, Nature Squared can help to support the livelihoods of pearl farmers and fishermen, highlighting the brand's continued commitment to sustainability.

Founded in 2000 by Paul Hoeve and Lay Koon Tan, Nature Squared is a Swiss-based company that uses innovation and artisanal skills to transform natural materials that would normally be considered waste into bespoke, handcrafted and sustainable products and surfaces for yachts, hotels and homes. Lay Koon Tan also serves as a jury member for the BOAT Artistry & Craft Awards, reinforcing the brand's leadership in sustainable luxury craftsmanship.



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SILVERLINING

Outstanding Collaborative Creation

FOR marquetry panels on *Kismet*

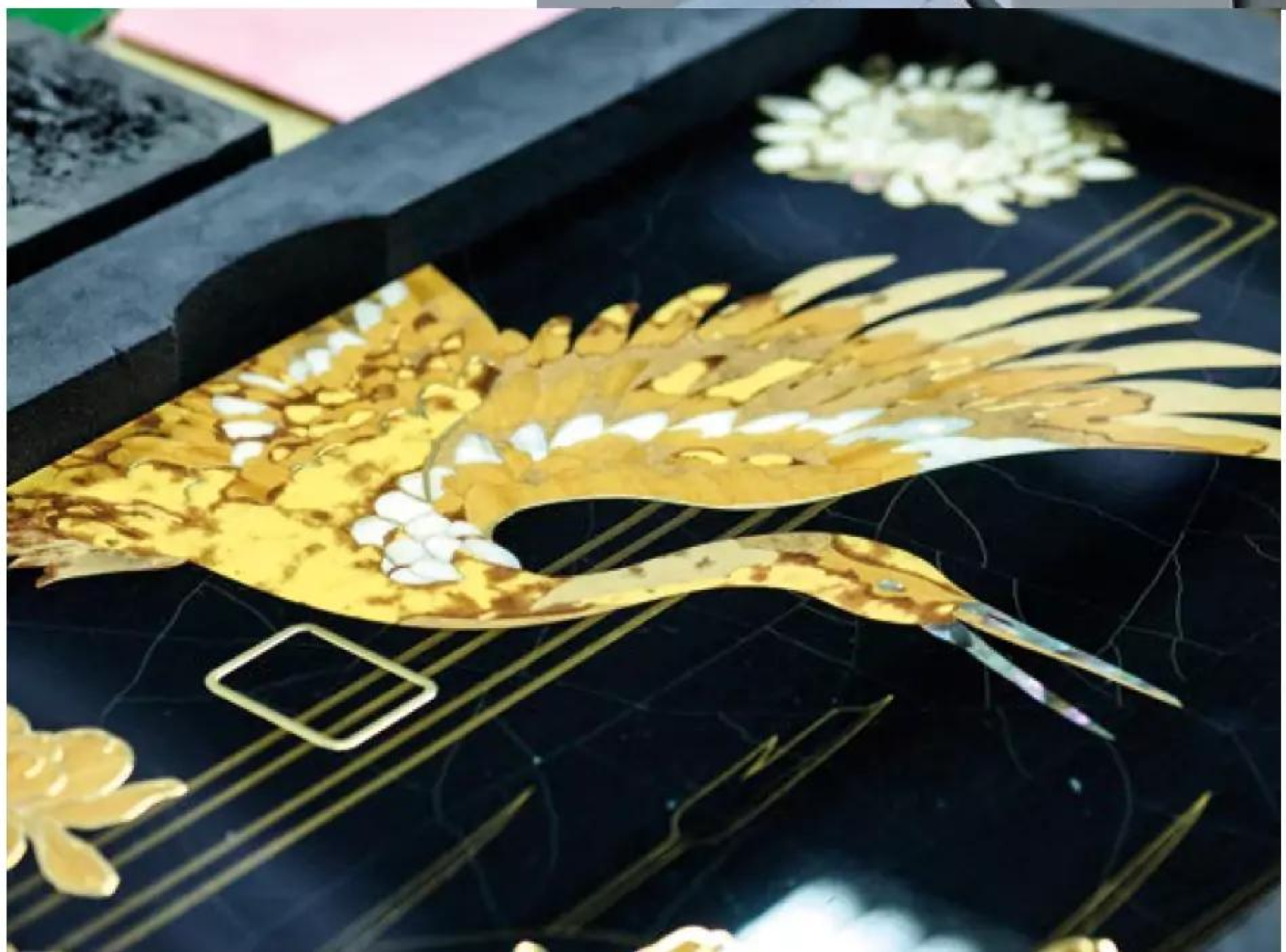
PORTRAIT: *Ben Harries*

The award-winning marquetry panels on board the new *Kismet* took the Silverlining team almost 18 months to create, from the initial design concept through to installation. Apart from the leather department, every single department in the studio was involved, spending more than 6,000 hours of work and cutting a staggering 30,000 individual pieces of marquetry, creating more than 35 square metres in total. For each of the 29 panels, there were eight layers of meticulous detail.

Laser team leader and senior marquetarian Kevin Parry explains how the process started. The initial construction of the background panels began in the cabinetmakers' workshop before being sent across to the marquetry department. The panels would then make their way back to the cabinetmakers, who would bond the marquetry down. He says: "The panels were veneered. Then they would come back to us, and we would etch the cracked porcelain-effect background layer on, and then they would go off and get worked on. After that, they'd come back. They were in and out of all the departments."

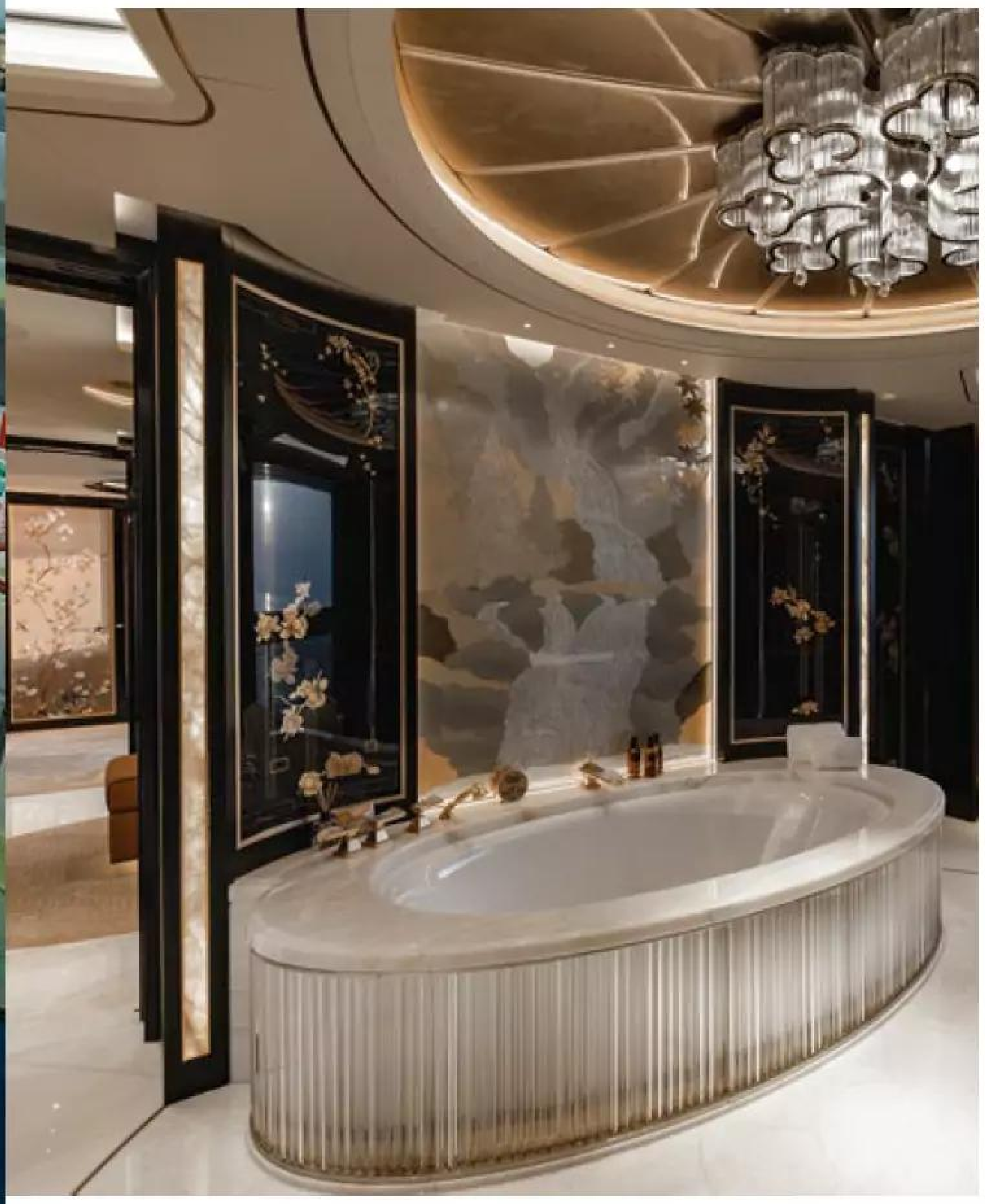
With so many processes, how many members were working on the panels at once? Parry explains: "Many people worked on this, but it was probably only two or three team members at any time in each department. It's detailed and focused, so you can't have too many cooks in the kitchen..."

The materials were worthy of mention themselves: the first layer was black bolivar wood, which was sealed to become a hard surface to work on. This was then etched into before it was flooded with lacquer to give the impression of actual cracks. Then, a layer of clear resin and more etching filled with the house-developed Dubai gold colour. Finally, the marquetry, a mix of satinwood, mother-of-pearl and gold, were applied on top.



Right: the award-winning panels by the Silverlining team (above) and in situ in the owner's en suite (opposite page, top)

ADDITIONAL PHOTOGRAPHY: BLUEIPROD



FOR EACH OF THE 29 PANELS CREATED, THERE WERE EIGHT LAYERS OF METICULOUS DETAIL

And then there are the golds. "There was a mixture of moon, yellow and red gold leaf. There was also some faux metallic gold in there and black and white mother-of-pearl. Then there was the patinated metal resin." Parry recounts how he had to attend a course to learn how to create the patina effect. "More resin was added before the decorative metal diametrics were added," he continues. "Then, the final coat of resin and many layers of the gloss lacquer that was hand burnished to a mirror polish by our finishing team."

The Silverlining team suggest there were a few testing moments, including not always knowing how the materials would react under the resin, and considering how the etched cracked resin would be affected by the moisture and temperature in the bathroom. The team has an accelerated weather chamber that they test their techniques on to predict how the panels behave in moisture and ultraviolet radiation. The last panels were particularly challenging as they were curved, so the team had to pour the resin and bend the panels into shape.

The sanding was down to a mere tenth of a millimetre, and the stakes were high. Alex Davies from the finishing team explains: "You basically bond the marquetry or resin onto the panel, then you put it through a sander and sand the resin down 0.05 of a millimetre at a time, to get very close to the surface of the marquetry without sanding through and hitting it."

"We've got one sample that went a little bit lower than it should have done. It created a cool effect and looks very antiqued. It's an interesting finish," notes Daniel Lloyd-Davies, research and development manager, with a laugh.

Eighteen months on, and the mammoth project is now out of the workshop for good, safely installed in its rightful home at sea. How will the team celebrate such a win? Will they all head to the pub? Or will it be a boardroom tea clink and a resounding sentiment that they never want to lay eyes on the panels ever again?! There's a unanimous laugh before Lloyd-Davies says it will be a bit of both. "Onto the next one." And so it continues...

>>

POPPY PAWSEY

Emerging Artisan of the Year

NOMINATED BY Silverlining
FOR games table on *Kismet*

PORTRAIT: *Ben Harries*

Competing at the highest level of her craft comes naturally to Poppy Pawsey – but her successes haven't always taken place in the workshop. Back in 2005, she joined the Royal Marines as a musician, embraced for her skills as a saxophonist and singer (rather than her violin playing, which, she notes, is "terrible").

It wasn't long before she was singing solo at the Royal Albert Hall in front of 7,000 people, and performing at the Prince of Wales' wedding, while learning the ins and outs of medical care and how to approach serious scenarios such as chemical decontamination behind the scenes. Tragically, however, her promising career came to an abrupt end when she suffered a life-changing injury.

"We were rehearsing for the Horse Guards Parade for Prince Philip's birthday – a huge undertaking, she recalls. "It was a two-week rehearsal, constantly marching every day, and my right hip just went. I assume I pulled it because I'm short and you have to hit a certain stride. I think over the years my body just couldn't take it anymore and it got to a breaking point."

Pawsey made it through the real performance, but it became impossible for her to continue long term. She found leaving the military distressing. "You go into a room for medical discharge and come back out 10 minutes later with no job. That's it," she remembers. "They wrote one sentence about me: 'The above, name, rank, is a drain on the band services resources and therefore needs to be medically discharged.' It affected my mental health, as well as suffering with chronic pain."

After 12 years, she found herself back at square one, but with characteristic determination she soon found herself applying for the Invictus Games – an international sporting event for wounded, injured and sick service members and veterans. She was selected for Team UK in Toronto in 2017 and later for the Sydney Games in 2018, claiming bronze in both.

Looking for a new creative outlet, she had started making her own ceramics and jewellery, and it was thanks to a casual email introduction from her brother, praising her eye for detail, that she secured the job with Silverlining – a household name in the superyacht world, which is known for its bespoke furniture. Fast forward two years and Pawsey is not only the proud creator of a beautiful, detailed games table on arguably the most anticipated yacht delivery of 2024, but also the deserved Emerging Artisan of the Year winner – and it was one of her very first projects, too.

The games table had a twofold benefit for Pawsey. She learned most of her craft here: how to apply different dyes and finishes to various woods, colour theory and discovering a spectrum of colours. Then, there was the process of making the table itself, which started as a 24-leaf starburst,

Right: following her retirement as a musician, Poppy Pawsey found a creative outlet at Silverlining, where she created a games table for Kismet *(opposite page, bottom)*

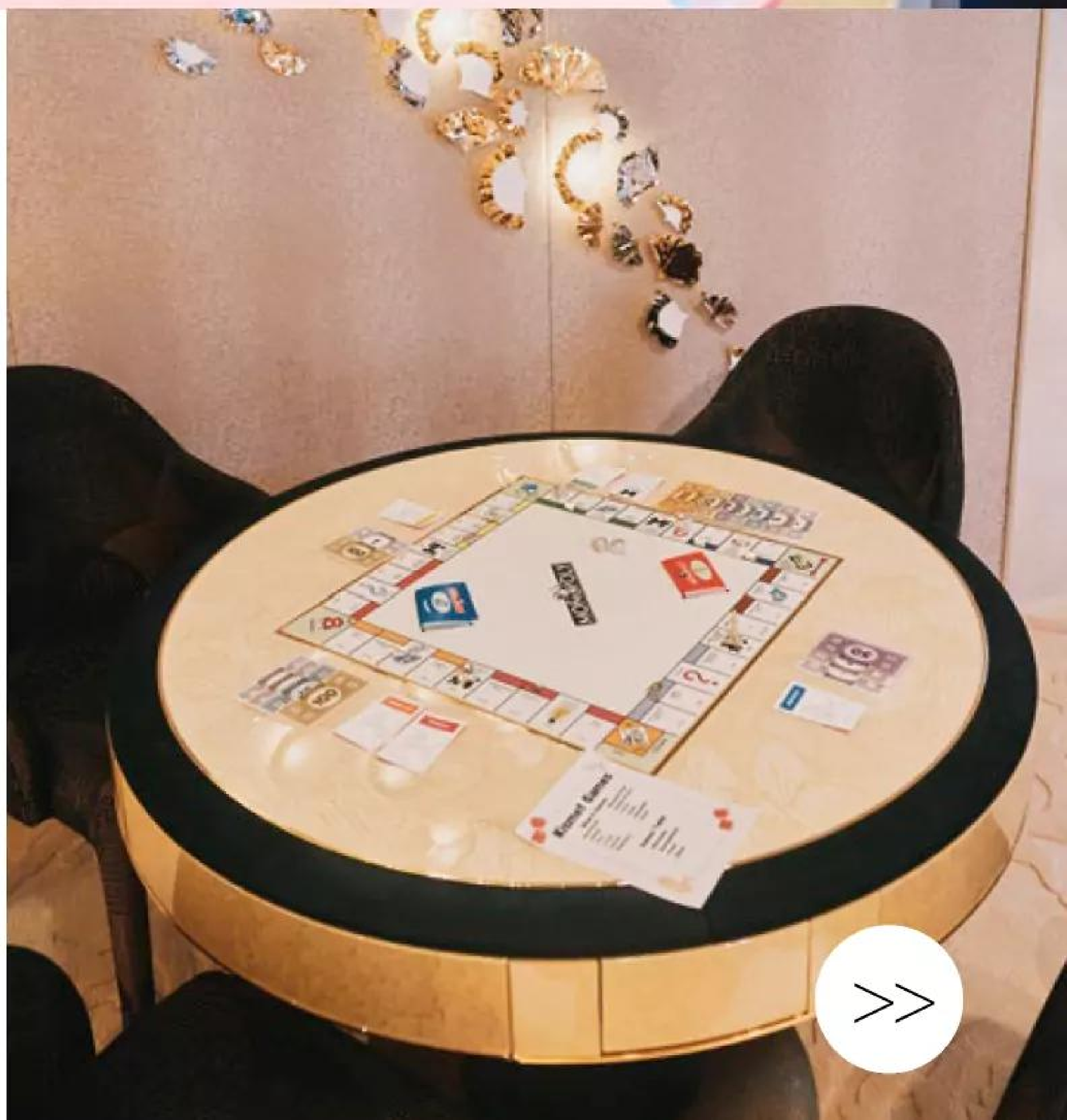
BOTH THE TECHNICAL ABILITY AND THE EXCEPTIONAL LEVEL OF CRAFTSMANSHIP THAT PAWSEY ACHIEVED IN SUCH A SHORT PERIOD OF TIME IS WHAT AMAZED THIS YEAR'S JUDGES

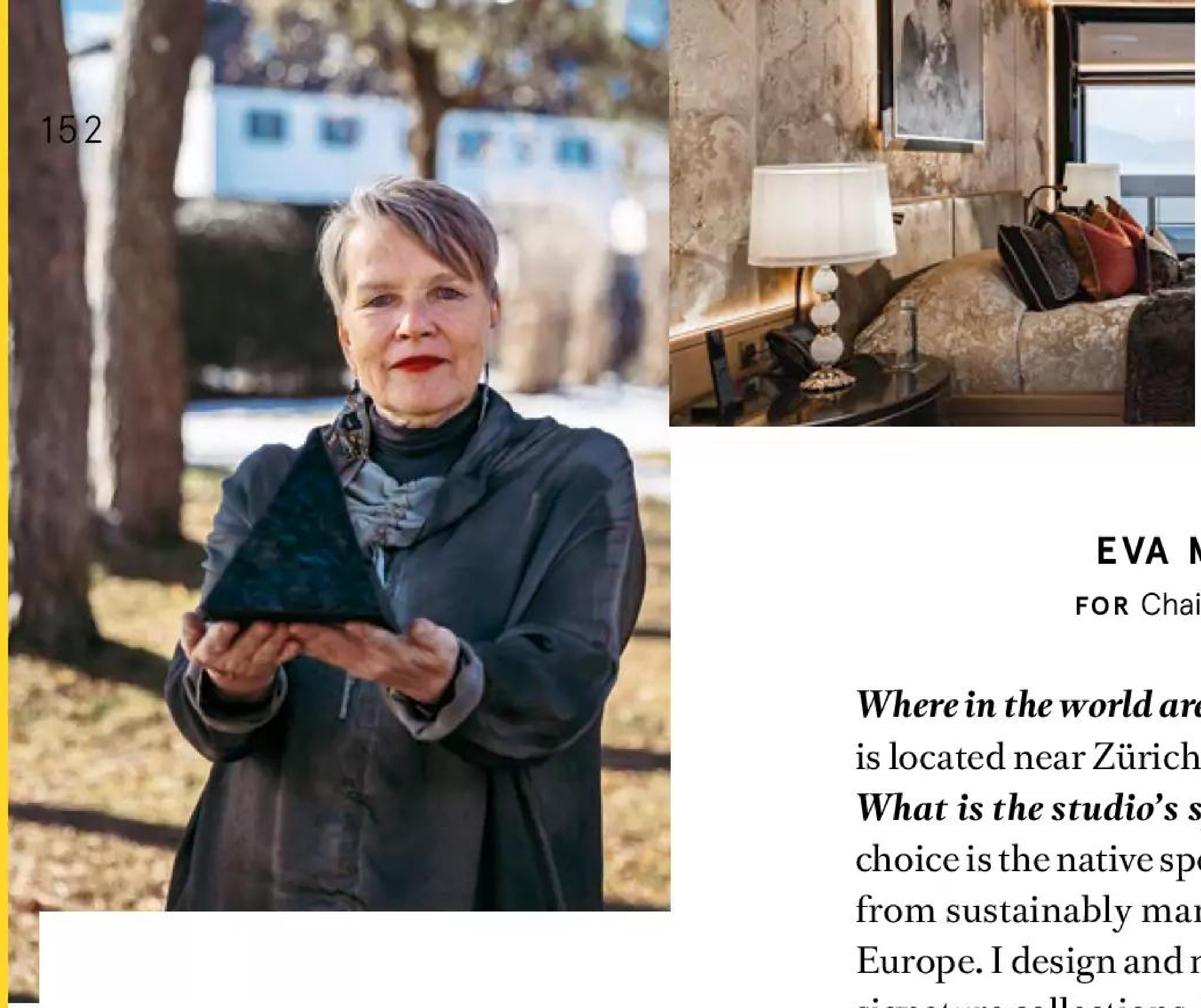
programming everything, selecting the veneer and the stain and then putting it back onto the laser – pressing a button and "holding her breath" – to physically cut the ginkgo leaves out of the background. Then, on to creating more ginkgo leaves out of more veneer and inlaying them into the marquetry. And that's just the top of the table.

Pawsey was also responsible for making the chess and backgammon boards, the tiny butterflies inlaid in different veneers and varieties of wood that she would try to pick up with her scalpel but would ping off in every direction. Both the technical ability and the exceptional level of craftsmanship that Pawsey achieved in such a short period of time is what amazed this year's judges, not to mention the resulting board.

For Pawsey, the award is a pleasing marker of her accomplishment in a new-found career – and a symbol of a new dawn of personal growth, too. Far from "a drain on resources", she's a valuable addition both to the studio and to the community of yachting artisans who recognize and appreciate each other's work. "I think there's this little fire that's coming back, you know", she says, with a glint in her eye.

Checkmate.





Far left: Sabina Fay Braxton holds her trophy. Left: her headboard on Kismet

JUDGES COMMENDATIONS

SABINA FAY BRAXTON

FOR headboard on board Kismet

Where are you based? In the north of Thailand in Chiang Mai. I moved here a few years back after starting my art textile and design business in Paris in the mid 90s and then Venice.
What is the studio's speciality? It's a technique extrapolated from the medieval technique of gaufrage. We call it "gilded gaufrage". It consists of crushing the pile with heat to create an alto-basso effect and infusing it with transparent inks and encrustations of metals.
Do you travel a lot for your work? Constantly, for exhibitions and to see clients. I design in situ to ensure the piece takes all aspects of space, light and spirit into account.
Coolest project you've worked on? Professor Albus Dumbledore's cloak and office curtains in *Harry Potter* had its own kind of coolness.
Most exciting part of these projects? The initial concept stage, especially if it involves capturing the essence of another style or culture and ensuring it has meaning to the client.
Biggest reward and challenge as a specialised company? Being approached and acknowledged for what's closest to one's heart is the reward. The challenge might be to marry one's vision with that of the client.
How long did the headboard on* Kismet *take? Two months, with two to three people working daily – me and two embroiderers.

EVA MECHLER

FOR Chair on board *Fox*

Where in the world are you based? My workshop is located near Zürich in Switzerland.
What is the studio's speciality? My material of choice is the native species hardwoods harvested from sustainably managed forests in mainland Europe. I design and make my own Eva Mechler signature collections. I also collaborate regularly as a designer-maker using my studio and workshop to deliver commissions on behalf of international architecture and design studios.
Most exciting part of being commissioned for these projects? The technical challenge of making something original, complex and bespoke stimulates me. That and a positive cash flow!
Biggest challenge as a specialised company? Getting known and respected as an exemplary maker in the heady minuscule top division of superyacht builders and designers.
How long did the chair for* Fox *take in total? My prototyping of the leg construction detail on a three-leg stool in 2021 led to my sketching the chair in 2022. When Wolz Nautic turned up in 2024 with wood off-cuts from their deck installation on *Fox*, I used those off-cuts to make the Fox Chair, which itself required 60 hours of handcraft to make in my workshop.
Where did you learn your trade? Inspired by my grandfather, who was a furniture maker, I trained in 1995 as a Master Furniture Maker in Germany. This qualification required six years of training before graduation, which is a usual standard and is expected in the DACH region.
How was the piece transported? I usually make a bespoke container from compressed waste wood with minimal packing. For the future, I aim to use sail-powered cargo vessels as much as possible for international shipments.
Reaction when you saw the piece on board? "I'd better let the crew know how unique this chair is, so the guests appreciate where the wood material came from and how the chair was made."

Left: Eva Mechler and her chair for the 35m Pendennis Fox

BEST OF BRITISH

Parkway England, our partner for the 2025 BOAT Artistry & Craft Awards, is a trusted name in superyacht interior and exterior furniture. For over 30 years it has collaborated with top designers and shipyards such as Lürssen, Feadship and Amels, earning a reputation for quality craftsmanship and innovation.

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ADDITIONAL PHOTOGRAPHY: BREED MEDIA; BLUEPROD

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MUVE Fondazione Musei Civici Venezia

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VERITAS

A TALE *of two* YACHTS

Frette and *Night Fury II*, the first two hulls launched in Columbus Yachts' new Atlantique 43 series, show the variety possible in one platform. *Risa Merl* steps on board both yachts to spot the differences

Photography
FRETTE: MATTHEW DONALDSON
NIGHT FURY II: GUERRIERI VISUAL (exteriors);
RENAUD CANIVET (interiors)

>>

FRETTE

Author and advocate for rest Tricia Hersey calls it "the dream space". A lull in productivity, an opportunity to daydream, a chance for the mind to wander and sow the seeds of creativity. In 2020, most of us, including the team at Hot Lab, faced a sudden, societally imposed lull as the world locked down. It was during this pause in normal life that designers Enrico Lumini and Antonio Romano, co-founders of Hot Lab design studio in Italy, had a chance to dream up new concepts. What emerged on the page was a holistically designed motor yacht, with an inventive sailing boat-inspired stern, that would become the Columbus Atlantique 43. The first two hulls, *Night Fury II* and *Frette*, were launched in quick succession and showcase how owner choices can take such boats in wildly contrasting directions, when a design and a yard offers enough flexibility – from the number of decks to the volume and interiors.

NIGHT FURY II

Night Fury II *(above) embodies the standard arrangement of the Columbus Atlantique 43, while* Frette *(left) shows the possibility of adding a sundeck and extending the interior space on the main and upper decks*

"One of the upsides of Covid-19 is we had a chance to play with concepts," says Enrico Lumini of Hot Lab, part of the Viken Group since 2022. "We had more time to think, not just about deliveries, projects or the next meeting. We don't have the chance to do that very often." Hot Lab experimented with different sizes – from 30-plus to 70 metres – and after a few months settled on 43 metres as a starting point. By the end of 2020, they'd developed 3D renders, and by spring 2021 they presented the concept to Columbus Yachts, an arm of Italy's Palumbo Superyachts. Hot Lab had worked with the yard on the Columbus 40m Sport Electric Hybrid nearly 15 years ago.

Custom yacht builder Columbus was looking to dip its oar into semi-custom series boats for the first time, and Atlantique 43 caught their attention. While the yard had launched two 40-metre sisterships in 2012 and 2014, these were never intended to be the start of a series. Their focus had been solely on custom builds. But about five years ago, the yard thought the time was right to explore semi-custom offerings. "Convincing buyers to wait is not the easiest thing in the world," says Francesco Carbone, general manager of Palumbo Superyachts. And as he notes, "Not all customers are ready for a custom project – they want something proven."

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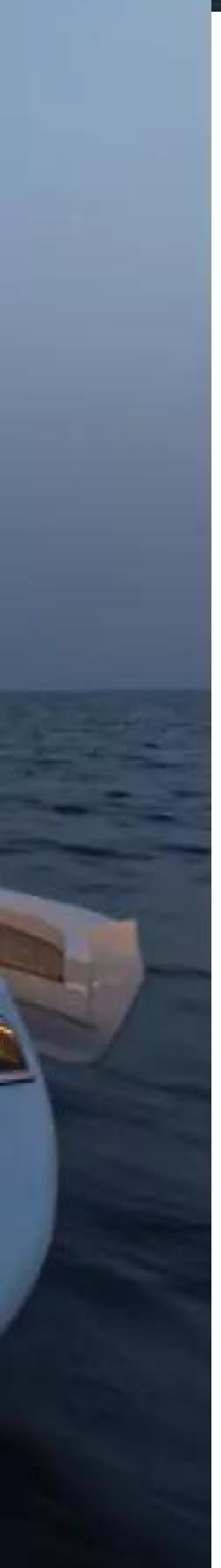
Both yachts have the sailing yacht-inspired stern, which curves upwards on either side, while presenting a low-slung swimming pool. The ample outdoor beach club is enhanced by platforms that descend on either side

NIGHT
FURY II

> “We were surprised by how quickly they sold. It was the right project at the right time”



NOW MAKE IT WORK…

The naval architect tasked with solving the Atlantique 43 puzzle was long-time Columbus collaborator Sergio Cutolo, founder of Hydro Tec, who has worked with the yard since its start in 2008. The yacht is narrow in the bow area and becomes quite wide aft with a rounded stern that recalls a sailing yacht – though a bulbous bow makes her quite unlike most sailing yachts. The unusual stern shape would affect the boat’s stiffness, hull proportions and the placement of the shafts and rudder. “The midsection is further aft than it would typically be on a motor yacht, which actually gave us a bonus because we could design our lines to be very narrow and efficient,” says Cutolo, noting that the yacht exceeded the contract speed, reaching a top speed of 16 knots.

Adding to the design challenge was how to fit two pools and two garages in a 43-metre package. One garage is set between the engine room and lower deck accommodation, which helps dampen noise for guests, but created a headache for the naval architect. “The forward bulkhead in the engine room is two to three metres further aft than a typical configuration because of the garage,” says Cutolo. This placement forced him to get creative. The rudders are placed at the far end of the hull, and instead of a vertical shaft typical to a motor yacht, the shafts are inclined like you’d see on a sailing boat. “We also had to create a semi-tunnel for the propellers to keep the inclination under control,” he says. “It was not easy to achieve everything because we were forced to stay exactly on the concept that the owner bought, but we managed it, which for me was a great achievement.”

Cutolo also had to work out how to hinge the curved stern bulwarks so that they’d lay properly flat when open. Six metres long and one metre wide, the bulwarks unfurl to expand the aft deck by 12 square metres. The stern itself is lowered, so the pool feels at the water’s edge and the deck overhang above the aft cockpit soars at 3.5 metres high, which makes it feel like stepping on board a much larger yacht.

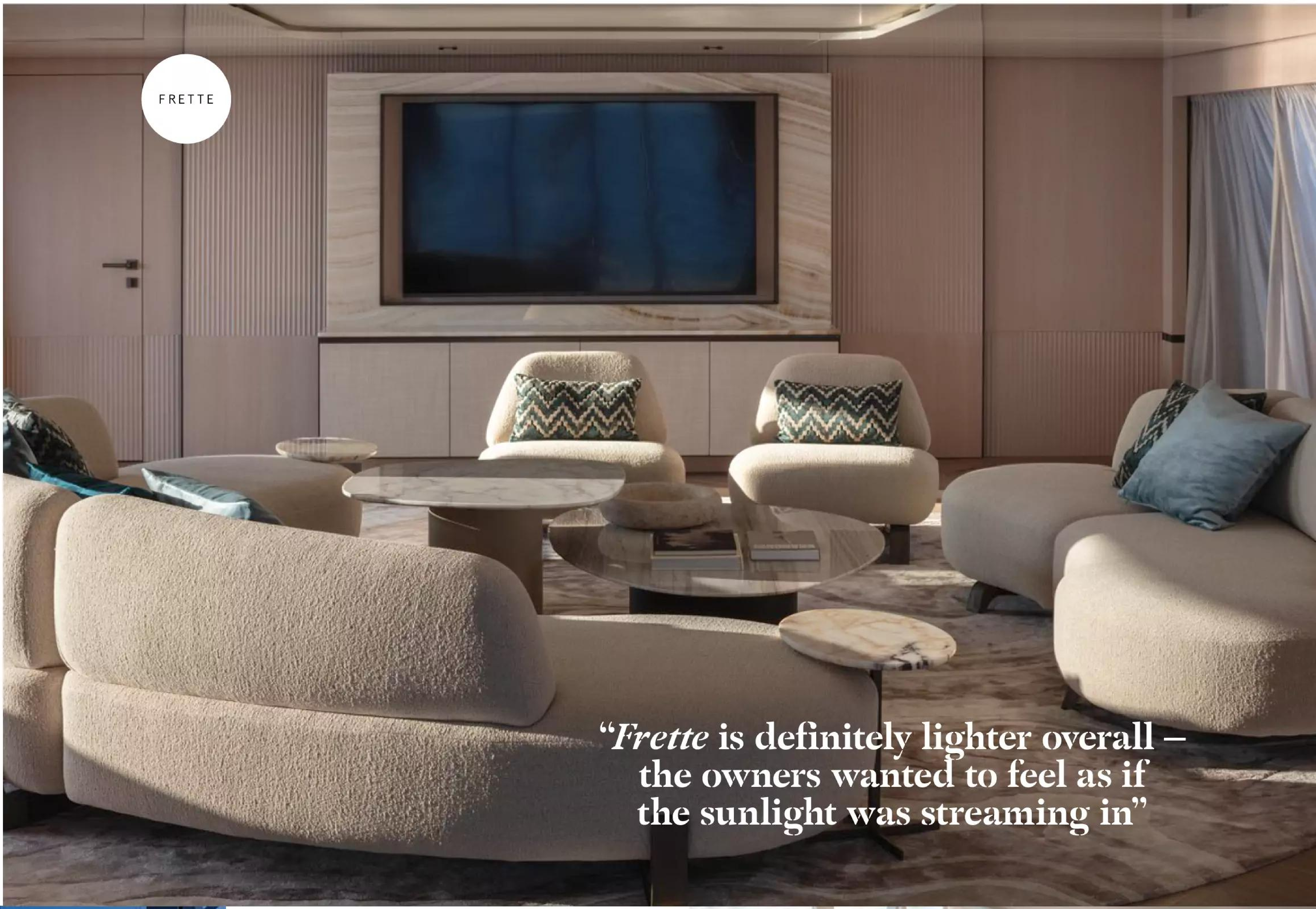
>>

While Night Fury II*'s interior has a masculine feel,* Frette *is lighter and brighter, highlighted by rounded shapes, such as the ivory-toned linen sofas and armchairs by Paolo Castelli, adorned in blue and chevron-print cushions*

When yards make a series of boats, it's usually designed for mass appeal; something that walks the line between tried and true and new and exciting. The Columbus Atlantique 43 bucks the trend with an unusual stern that doesn't play it safe. Rounded and tapered from the waterline to the bulwarks, it is purposely designed to resemble a sailing boat. "We asked ourselves, 'Are sailing yachts or motor yachts the sexiest boats?'" says Lumini. "And 99 per cent of us answered 'Sailing boats,' because that's the obvious answer."

The Hot Lab team then pondered if there was a way to combine a seamless motor yacht superstructure with an elegant sailing yacht stern. The Atlantique 43's organically formed superstructure is intended to look like it was carved from one piece of sandstone. "There's one single line going from starboard to port side connecting on the stern," says Lumini. "Our philosophy was to be as clean as possible, to only put on paper the lines that were really needed. In case of doubt, to erase rather than add."

While the shipyard liked the concept, they were surprised by the novel stern shape. "We didn't know how the market would react, but the more we looked, the more we liked it," says Carbone.



> "*Frette* is definitely lighter overall – the owners wanted to feel as if the sunlight was streaming in"

It turned out the market reacted quite well. The concept was unleashed in spring of 2021, not long after Hot Lab had presented it to the yard, and by that summer the first two hulls were sold. Ocean Drive brought the owner of hull No 1, *Night Fury II*, and the owner of hull No 2, *Frette*, was brought in by Camper & Nicholson.

"We signed the first one in May and the second in July 2021. Then we sold the 47 and 37 Atlantique models – in one year, we managed to sell four contracts," says Carbone. "We were in the golden era post-Covid, so the market was pretty hot, but even so we were surprised by how quickly they sold. It was the right project at the right time."

The first two hulls sold so swiftly, in fact, that while the design was completely fleshed out, the yacht hadn't been engineered yet. "A designer says, 'Oh come on, that's technical, we'll solve it later'...because he doesn't have to solve it himself," Lumini says with a laugh (*see sidebar on the previous pages for an alternative perspective*). The idea was to get broker and client feedback and then make adjustments during the engineering

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Night Fury II leans heavily towards Hot Lab's original concept – masculine with dark colours

NIGHT FURY II

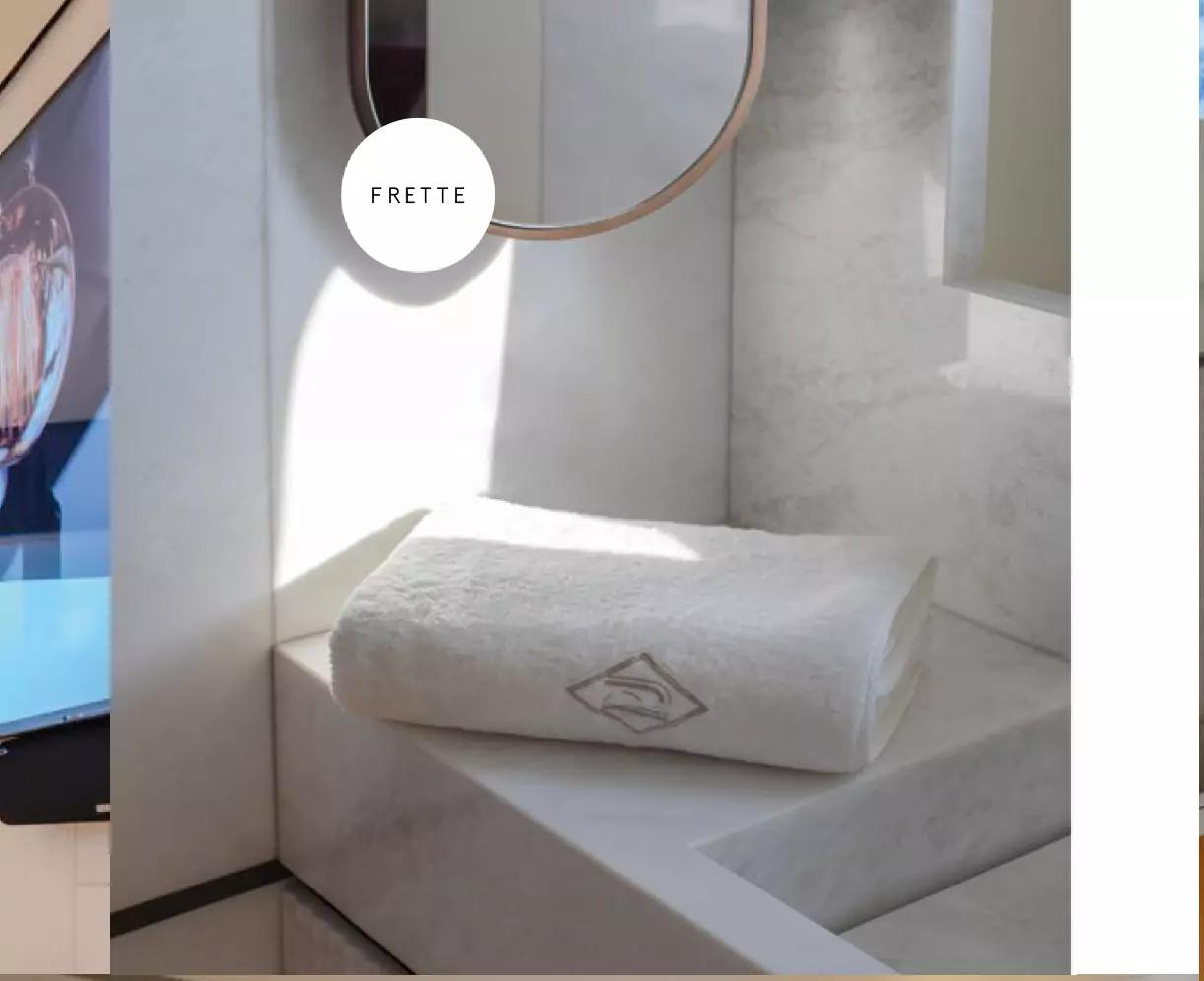
process, but that chance never came. The owners liked the concept exactly as it was presented. Music to a designer's ears.

"That was a fantastic day as a designer," says Lumini. "There's always this battle between designer and engineer – the engineer might not say it's impossible, but they'll say 'It costs too much, it will take too long,' so in the end you reach a compromise. But in this case, I had my alibi to say, 'No we can't change it because this is what the owners want.'"

But, there were some variations between what each owner wanted, which was perfectly acceptable as the Atlantique 43 was offered with a range of options. Owners could choose the standard configuration, which forgoes a sundeck and has five cabins, including a main-deck master. Or they could add a sundeck on top and choose to have as few as four or as many as six cabins. There is also scope to change the size of the superstructure itself to increase the interior volume by extending the main and upper deck saloons. "Twenty per cent of interior volume can be gained on the main deck and almost 15 per cent more on the upper deck," says Lumini. "We might have owners who love to spend time outside and others who prefer to have more enclosed areas." *Night Fury II* and *Frette* exemplify the variation afforded in this series, each speaking to their owners' exacting needs.

Night Fury II, which will be based in the Mediterranean in the summer and Caribbean in the winter, has the standard Atlantique 43 configuration – no sundeck for a sportier look, larger outdoor areas and a fairly typical layout with a main-deck master and four guest cabins down below. "They saw the concept just as we imagined it," says Lumini. "They are a family who likes to have fun and will spend a lot of time on board." The owners began promptly using the yacht after taking delivery in June and stayed on board until a week before the Monaco Yacht Show in late September 2024.

Frette, on the other hand, was destined for Asian waters. The main saloon is stretched by three metres, creating a vast foyer entryway. The upper deck superstructure is pushed to its limits as well, making way for a large dining room. *Frette*'s owner also chose to add the sundeck up top, and to change the layout by transforming the main-deck master to a karaoke lounge with an en suite hosting a massive sauna. "The main deck on *Frette* is dedicated to entertainment," says Lumini. The owner won't spend as much time sleeping on



Night Fury II *has a main-deck master arrangement (opposite page);* Frette *instead has a karaoke room and large sauna in this space. Of course,* Frette's *guest rooms are outfitted with luxury* Frette *linens*

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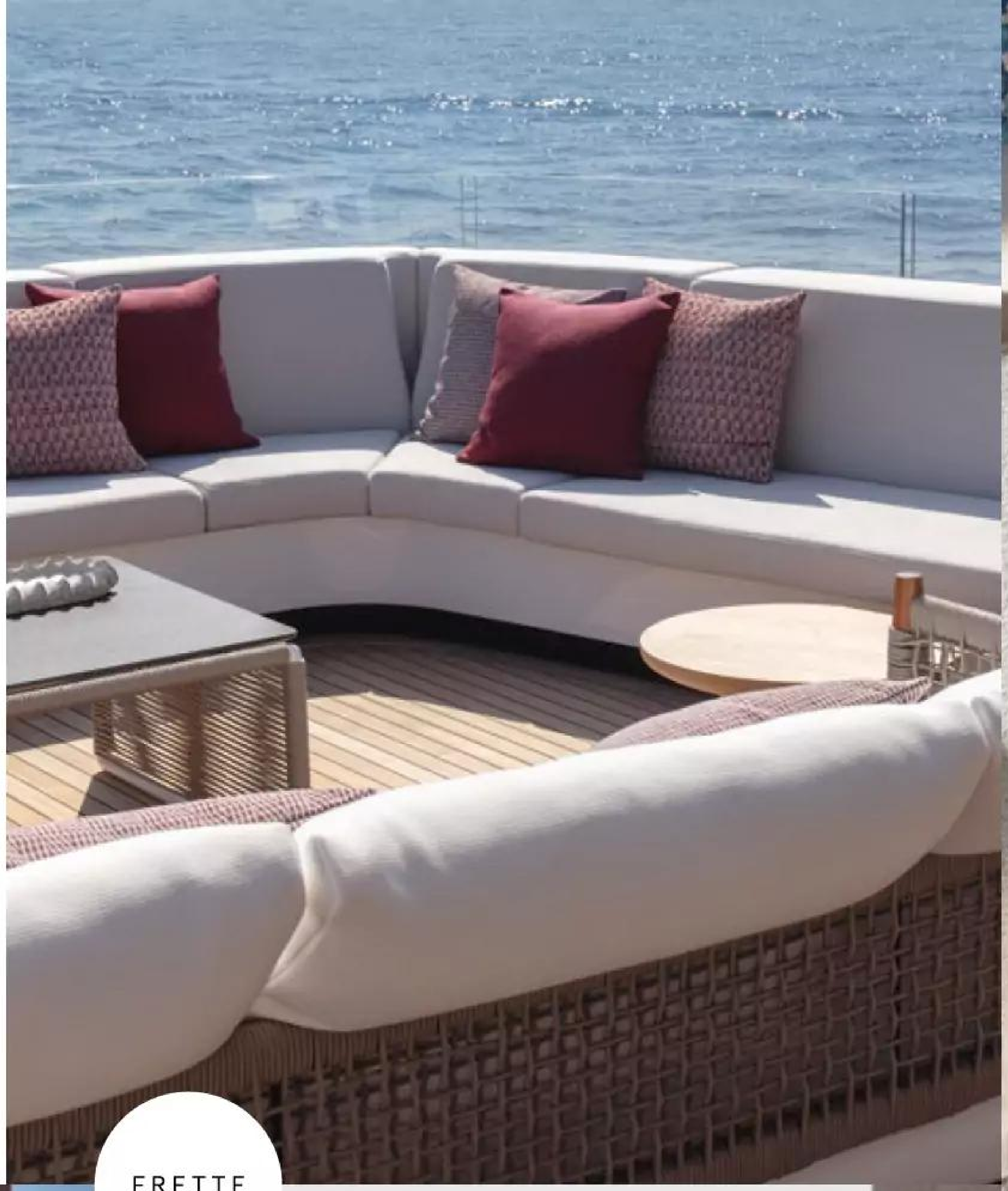

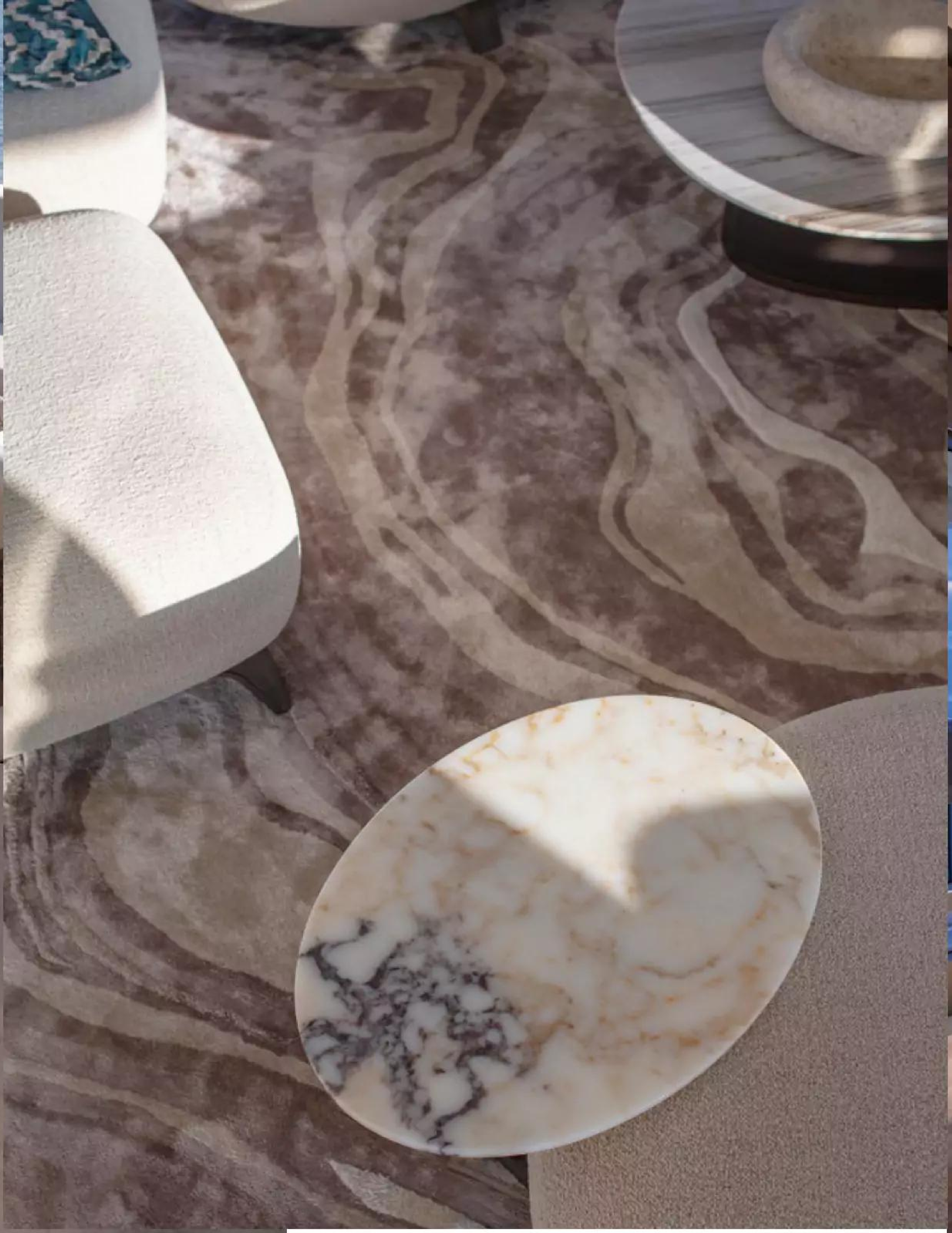

The sofas in the main saloon on Night Fury II *(opposite page) are not only stylish but passed the owner's test for comfort. The fluidity and natural shapes that Frette's owner desired are seen in the oval-shaped marble tables and swirling carpet as seen above*

NIGHT FURY II

> "They are a family who likes to have fun and will spend a lot of time on board"

board, but when they do, two lower-deck VIPs can be combined to create an ample owner's suite.

Owners don't have carte blanche on determining the length of the main saloon, but can select either six or nine metres in length. Lumini describes it as "modules", likening it to configuring a high-end car, where there are options, but within reason. Hot Lab designed the 43 with a buffer in the volume to afford this level of choice; even with the added interior spaces, *Frette* comes in under 500GT. There is more leeway on playing with the interior layout, with the ability to shift bulkheads and add cabins. What can't be changed? "The main compartments, engine positions and balcony size… those things are frozen," says Lumini.

Inside, *Night Fury II* and *Frette* are as different as night and day. *Night Fury II* leans heavily towards Hot Lab's original interior concept – masculine with dark colours. There's a prevalence of natural materials, with tinted oak for the main veneer and beige travertine. Interior details are layered and revealed as one looks closer. "In niches and behind shelves, you discover the stone hidden behind the joinery," says Lumini. In the guest cabins, 40-centimetre-deep wooden bed frames are engraved with a metallic paint, while cut outs reveal the suede-and-leather headboard beneath.

While the owners didn't fiddle with the layout, they adjusted the decor with their choices of loose furniture, decor and rugs. "They wanted something pure and modern, but comfort was also a main request," says Lumini. The low-slung Italian sofas, for instance, are stylish but deep and comfortable.

"*Frette* is definitely lighter overall – as the owner is going to use the boat in an enclosed way, they wanted to feel as if the sunlight was streaming in." The winter garden-style foyer, gained by elongating the main saloon, is finished with teak flooring that blurs the line between indoors and out. The owner requested fluid and organic furnishings, which are visible on the main deck where two curved Paolo Castelli sofas finished in white upholstery face inwards to create a circular, convivial space for conversation.

The owner of *Frette* wanted to strike a contrast between the bright main saloon and the areas that would be used for entertaining at night. The karaoke room has a more masculine feel with dark grey and blue finishes, and the upper deck saloon is finished in a burgundy lacquer – it's a 100 per cent glossy lacquer that's finished with extra layers of transparent polyester to create a sense of depth. Taking pride of place on the upper deck is a custom Calacatta viola marble table, with two slabs book matched to make a four-metre long piece. In case the name didn't give it away, the guest cabins are of course outfitted with luxury Frette linens, one of the owner's many businesses.

Together, these two boats demonstrate both the possibilities of personalisation and broader trends in yacht design. "There's a time for everything – in the recent past, the focus was on high sterns, which afforded more space in the beach club," Lumini says. "But now the trend in the market is to have a strong connection with the water, so we asked, 'how can we do it in a different way?'" From the sailing boat stern to the range of layout options available, doing things differently is an apt theme for the Atlantique 43. It's a testament to what can be created when given the chance to dream. ■

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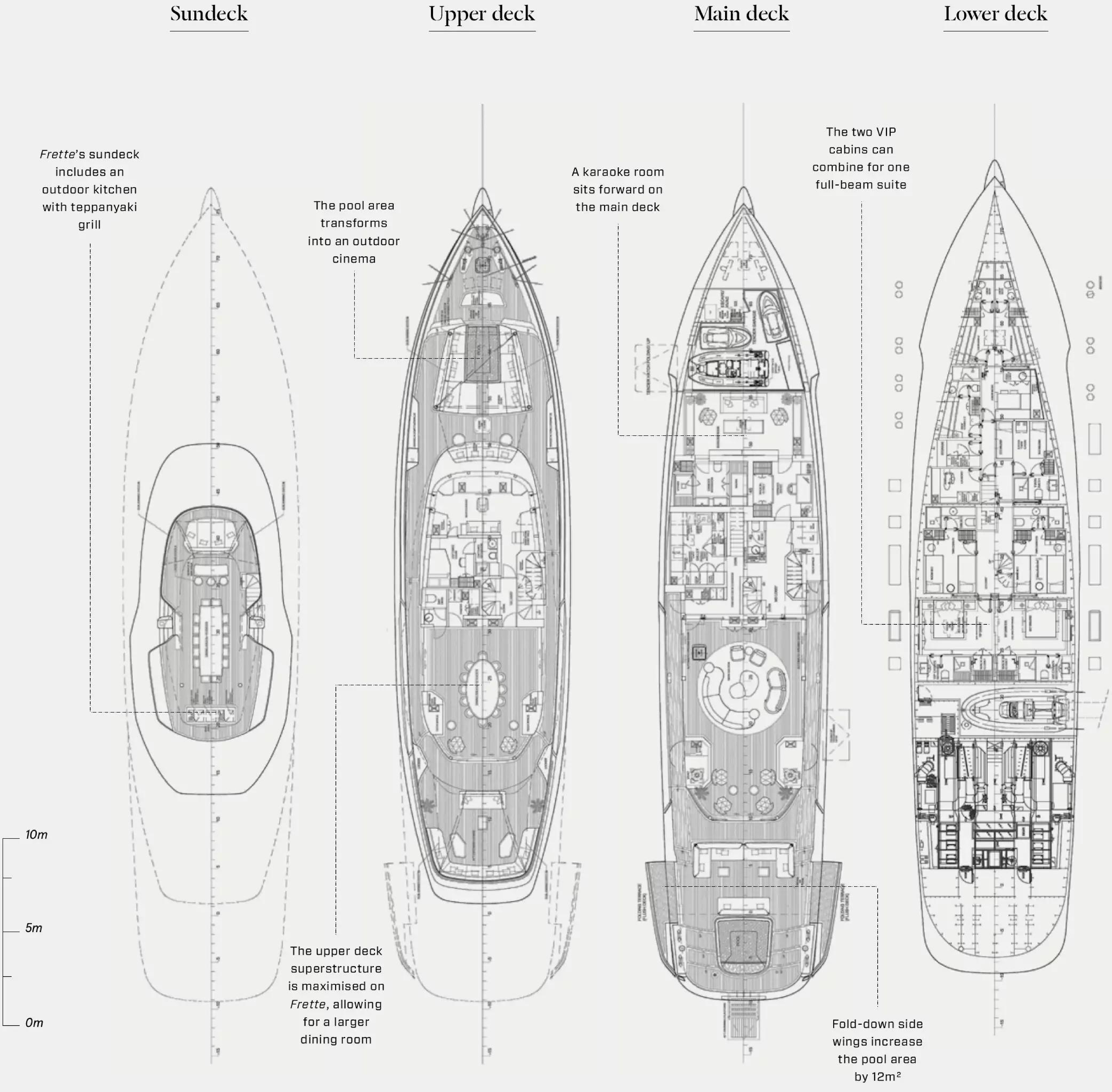
Frette



Sundeck

Upper deck

Main deck

Lower deck

Frette's sundeck includes an outdoor kitchen with teppanyaki grill

The pool area transforms into an outdoor cinema

A karaoke room sits forward on the main deck

The two VIP cabins can combine for one full-beam suite

The upper deck superstructure is maximised on *Frette*, allowing for a larger dining room

Fold-down side wings increase the pool area by 12m²

LOA 43.6m
LWL 41.1m
Beam 9.5m
Draught 2.6m

Gross tonnage 462GT
Engines 2 x 970kW Caterpillar C32 ACERT

Generators 2 x 100kW Kohler
Stabilisers Fins, zero-speed

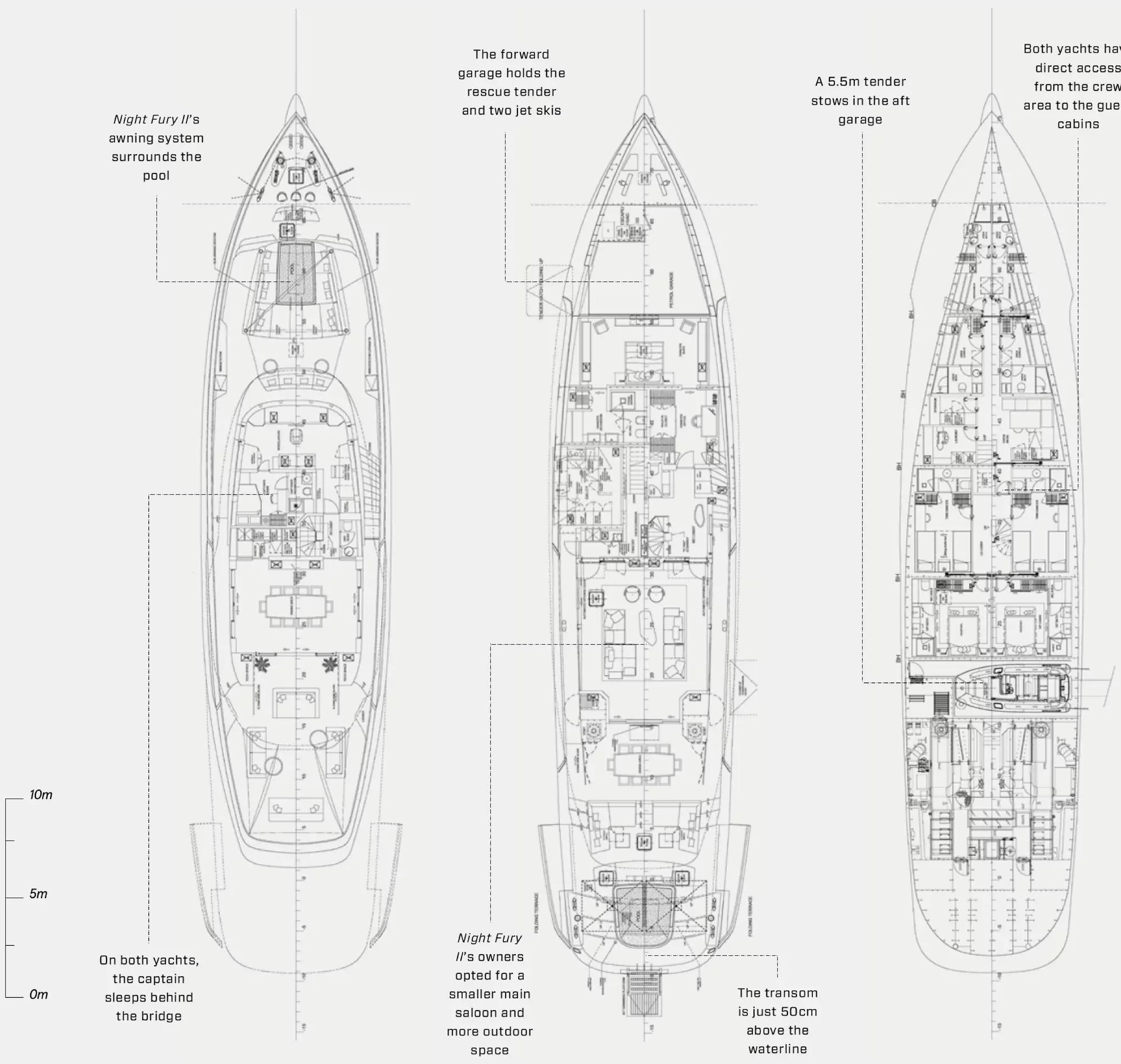
Speed (max/cruise) 15.5/14.5 knots
Range at 10 knots 4,000nm

Fuel capacity 50,956 litres
Freshwater capacity 8,518 litres

Tenders (*Night Fury II*) Williams DieselJet 565; Zodiac 360
Tenders (*Frette*) Castoldi Jet Tender 17; rescue boat

Night Fury II

Columbus Yachts



Upper deck

Main deck

Lower deck

Night Fury II's awning system surrounds the pool

On both yachts, the captain sleeps behind the bridge

The forward garage holds the rescue tender and two jet skis

Night Fury II's owners opted for a smaller main saloon and more outdoor space

The transom is just 50cm above the waterline

A 5.5m tender stows in the aft garage

Both yachts have direct access from the crew area to the guest cabins

Owners/guests (*Night Fury II*) 10

Owners/guests (*Frette*) 8-10

Crew (*Night Fury II*) 9

Crew (*Frette*) 7-9

Construction Steel hull; aluminium and superstructure

Classification RINA C ✠ HULL ✠ MACH, YCH. Unrestricted Navigation, AUT UMS, REG YC compliant

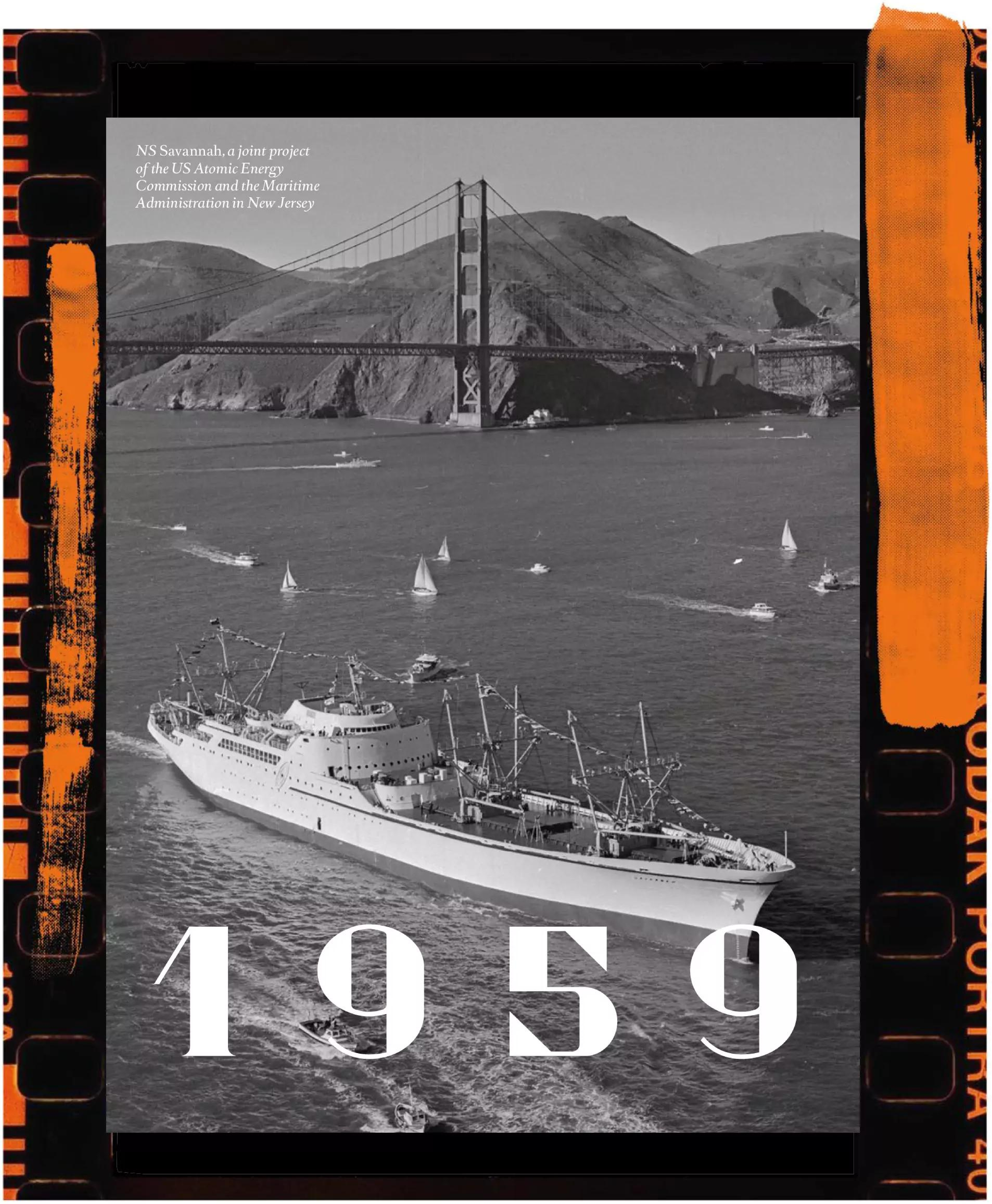
Naval architecture Hydro Tec, Palumbo Superyachts

Exterior and interior design Hot Lab

Builder/year Columbus Yachts/2024 Ancona, Italy

+39 071 502191
info@columbusyachts.it
columbusyachts.it

For charter (*Night Fury II*) oceandrive.fr



NS Savannah, a joint project of the US Atomic Energy Commission and the Maritime Administration in New Jersey

1959

More than 60 years after the concept was first introduced, nuclear reactors have re-entered the sustainable superyachting conversation. *Sam Fortescue* presents the facts

PHOTOGRAPHY: BETTMANN/GETTY IMAGES; ADOBE STOCK; COURTESY ULSTEIN INTERNATIONAL

THOR
ESCUE ZONE
SIF

Thor, a nuclear vessel concept that could be used as a floating power pack for battery-powered ships

2025

IS NUCLEAR ENERGY FINALLY THE ANSWER?

>>

Imagine running speeds of 20 knots-plus with glacial air-conditioning, all without adding a bubble of CO2 to the atmosphere. Refuel once a decade, and forget the engine room – you can use that space for something much more fun. This is the promise held out by nuclear-powered yachting.

One or two technical and regulatory hurdles may stand in the way of that bright future, however, but let's get one thing straight: nuclear at sea is nothing new. "More than 700 reactors are deployed in marine, considerably more than on land," says Mark Tipping, global power-to-X director at Lloyd's Register (LR). "It's easy to fall into the trap of viewing nuclear as novel, but it isn't. This is an evolution."

There are submarines and aircraft carriers, but also icebreakers and civilian ships. The US even bankrolled the development of the nuclear cargo ship NS *Savannah* in the 1950s. With half her $47 million cost at the time (£430 million in today's money) sunk into the reactor system, she was expensive to run and limited in the ports she could visit, so she was decommissioned after a decade.

A silver bullet?

Times are changing, however. Nuclear has become a hot topic in maritime industry forums. "Nuclear propulsion could provide immense value for the maritime sector in its decarbonisation journey, allowing for emissions-free vessels with longer life cycles, which require minimal refuelling infrastructure, or in best-case scenarios limit the need entirely," says Tipping.

The International Maritime Organization (IMO) has mandated a 40 per cent reduction in shipping's carbon intensity by 2030 to reach net zero by 2050. Although it doesn't directly target yachts, there is clear pressure to evolve in the leisure sector. Moreover, alternative fuels such as methanol, ammonia and hydrogen face their own headwinds. Nuclear has the potential to cut through it all.

However, the shipyards at the sharp end of building superyachts are not so bullish. Feadship, no stranger to innovation, says reactors make little sense. The Dutch shipbuilder says that the

Above right: Ulstein's concept for the 149m Thor nuclear vessel, which could be used as a mobile power pack to charge cruise ships plying the Norwegian fjords and the Arctic. Above left: nuclear cargo ship NS Savannah *in 1964. Left and below: inside* Savannah's *control room*

SIF
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Welcome to SIF

> “A LOT OF REGULATORY AND INTERNATIONAL **WORK HAS ALREADY BEEN DONE** WITH THE COMMERCIAL NUCLEAR-POWERED SHIP *SAVANNAH* IN THE LATE 1950S. NOTHING IS SIMPLE, BUT **WE DO NOT START FROM ZERO** HERE”

concrete shielding for the core alone could double the yacht’s weight. And although developers such as HolosGen disagree, they admit that it would take a feasibility study on a specific yacht to be precise about weight.

Feadship also believes that the days and weeks in port or at anchor make deeply inefficient use of the reactor’s power. “Yes, a nuclear-powered yacht will be technically feasible sometime in the future,” says product engineer Ernesto La Colla, “but why integrate a micro modular reactor with an average onboard load of about 10 per cent, when you can put it to better use on shore, making green fuel like methanol for multiple yachts at maximum power?”

Lürssen has also conducted initial studies for a nuclear-powered yacht, but sales director Michael Breman says it is still too much of a stretch. “We’re keeping an eye on it, but it’s too far in the future because of social acceptance,” he says. “I’m talking to clients who have this very high on their radar, but they know it’s on the other side of the fence.”

Still, the circumstances and technology are evolving, and fast.

Plummeting costs

As NS *Savannah* showed 60 years ago, dropping in a nuclear reactor is not cheap. However, great strides have been taken in recent years to miniaturise and industrialise the technology. It is now possible to create an efficient microreactor that generates just a few megawatts, all in the footprint of a single six-metre container.

Nuclear entrepreneurship is alive in the US, where generous funding has incubated dozens of startups. Among them, HolosGen has developed plans for a high-pressure prototype resembling a jet engine, which generates electricity rather than heat. “It is a sleek cylindrical shape with two hemispherical heads welded on,” explains CEO Claudio Filippone. “With compact dimensions, it can be inserted vertically or horizontally. If you develop a hatch on the vessel, you can slide it in, like a battery on a TV remote control.”

Today’s smaller, mobile reactors are much cheaper, and a financing model akin to leasing can spare owners the high upfront investment. “Then you don’t have to own or operate the nuclear reactor; you lease scalable modules,” says Øyvind Kamsvåg, chief designer at Ulstein. “When you build a ship, you will install the energy required over the lifetime of that vessel. You have to look at energy from a different perspective.”

This approach saves the owner from becoming a nuclear operator or from providing guarantees about managing the spent fuel safely. The industry is looking at a model where all the costs of the nuclear plant – from the engineer to insurance and the decommissioning costs – are all covered by a monthly leasing payment.

“The theoretical cost for this technology and the price per kilowatt-hour is competitive with diesel generators producing electricity,” says Kamsvåg, “but only if you use the energy that the reactor can produce. If the superyacht is on the quayside a lot then it will be more expensive. Economies are based on how much you use it.”

Explorer yachts and large vessels that spend extended time off-grid are stronger candidates for nuclear. The yacht (and for now only the largest ones) could become a power plant by

PHOTOGRAPHY: EVENING STANDARD/HULTON ARCHIVE/GETTY IMAGES; ACROTERION/WIKIMEDIA; PETER KNEGO’S MIDSHIPCINEMA; COURTESY ULSTEIN INTERNATIONAL; ADOBE STOCK

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> “WE ALMOST **NEED A REBRAND** – FOR IT NOT TO BE CALLED **NUCLEAR**, TO CONVEY SOMETHING POSITIVE. EVEN THE TERM ‘REACTOR’ **IS LOADED**”

plugging into the shore supply and pumping electricity into the grid. For remote communities in the Pacific or high latitudes, this could be a huge boon.

Rebranding the image

The chief problem with nuclear, however, is security. The consequences of something going wrong with nuclear fission are seared into the ruins of Hiroshima and Chernobyl. And if the danger of radioactivity escaping is one issue, the possibility that nuclear fuel could fall into the hands of malicious actors is another.

The voices raised today in support of nuclear power at sea are quick to play down the risks of both scenarios. They say the new wave of small modular reactors (SMRs) has little in common with the early designs associated with accidents. Today’s so-called fourth-generation reactors are passive, designed to shut down using the laws of physics, not complex controls.

“When it heats up, the reactor cools itself down because the reaction becomes less effective at higher temperatures,” Sytske de Groot, head naval architect at Allseas, says of the design her company is exploring for its fleet of pipeline and wind turbine installers. “The reaction can never exceed the melting temperature of the fuel or the material that contains it. This reactor can never melt or explode, and no radioactive materials can dissolve in the water.”

Nuclear fuel has undergone huge safety leaps as well. Instead of using highly enriched uranium that creates weapons-grade plutonium as a waste product, some SMRs use ultra-robust pellets called TRISO particles. They make the fuel nearly impossible to extract and weaponise and keep the radioactive products locked up safely. Others run on a mixture of salt and thorium, which is more abundant and equally difficult to divert.

Some want to rename nuclear power used in propulsion to dissociate it from the catastrophes of the past. “That is not the kind of technology we’re now using and not the type of risk we’re talking about,” says Jo Assael, yachts commercial director at International Registries. “We almost need a rebrand – for it not to be called nuclear; to convey something positive. Even the term ‘reactor’ is loaded.”

Setting new rules

Regulations must also adapt before nuclear-powered ships become a reality. The challenge is manifold: innovative microreactors must be approved; class societies have to agree on the engineering around them; flag states on safety and training standards for the crew; and finally, IMO members must update their rules to allow nuclear ships into their waters.

What are the prospects for rapid progress? Well, with the UK only recently having enacted the nuclear rules contained in Chapter VIII of the 1974 SOLAS Convention, you might be forgiven for snorting in derision, but that could be a mistake because regulators across the globe are picking up the pace. “The early 2030s are a feasible target for the first nuclear-powered vessels from the regulatory side, which is the bottleneck,” de Groot of Allseas says.

Countries such as the US are already well versed in funding and regulating nuclear innovation with a huge domestic industry and a large nuclear fleet. “In reality, a lot of regulatory and international work has been already done with the commercial nuclear-powered ship *Savannah* in the late 1950s,” says Filippone of HolosGen. “Nothing is simple, but we do not start from zero here.”

Countries are free to make bilateral agreements, but globally progress is happening with the IMO co-ordinating the issue from one end, and the International Atomic Energy Agency limbering up at the other. It has convened a programme called the Atomic Technology Licensed for Applications at Sea (ATLAS) to bridge the gap between these two regulators.

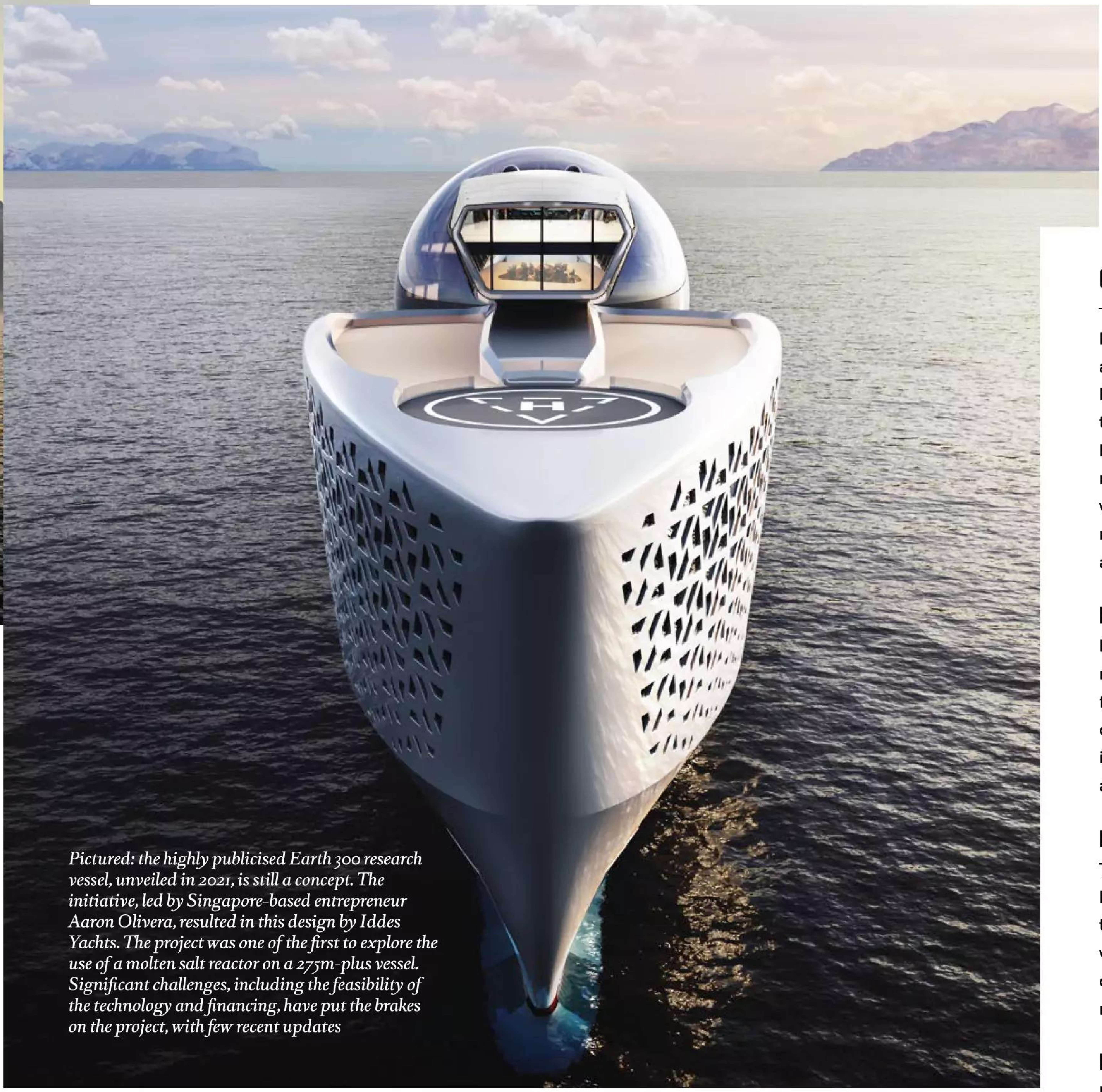
Private companies are also involved via the non-profit Nuclear Energy Maritime Organization (NEMO). Its members are a cross-section of the industry from classification societies to insurers and reactor builders. Of course, it won’t be a quick fix with so many bodies involved, but at last, the whole chain is pulling in the same direction.

In a sense, the yachting industry doesn’t need to know what goes on inside the nuclear box. Technically, the reactor must resist vibration, temperature variations, immersion and even potential attacks. Once domestic regulators have signed off on its features, from the operator’s point of view, it will just be a big boiler.

The job for yachting specialists will be to figure out how the heat is transformed into electricity, and how that electricity is distributed around the boat. Numerous companies are working on implementing this on commercial ships, from class societies to specialist integrators like Core Power in the UK and America’s Ultra Safe Nuclear, whose Pylon reactor is being developed for deployment in space.

Risk management

Insurance is another key issue. Current global rules date back to the 1962 Brussels Convention so they could use some updating to reflect newer, safer nuclear technologies. Without it, no port or harbour would be willing to accept the risk of



Pictured: the highly publicised Earth 300 research vessel, unveiled in 2021, is still a concept. The initiative, led by Singapore-based entrepreneur Aaron Olivera, resulted in this design by Iddes Yachts. The project was one of the first to explore the use of a molten salt reactor on a 275m-plus vessel. Significant challenges, including the feasibility of the technology and financing, have put the brakes on the project, with few recent updates

PHOTOGRAPHY: COURTESY EARTH 300

having a nuclear-powered ship dock. It's not clear who will shoulder the liabilities here, but one theory is that the P&I clubs who cover 90 per cent of global tonnage could step in as part of their mandate to cover open-ended marine risk.

An alternative idea is that motivated owners will provide coverage themselves. "We have been approached by individuals that would like to investigate a ship for themselves that could be powered by nuclear," says Kamsvåg at Ulstein. "On asking them about insurance, they said they would set up their own insurance company."

Crew training touches on all these issues. No one believes nuclear scientists will run the boats. "The training of (the) crew is likely to be more onerous but will probably not require detailed knowledge of nuclear fission power generation," says Engel-Jan de Boer of LR.

"What we just don't know yet is how much space we will gain from putting nuclear on board and whether we'll lose it all to safety measures and extra crew," says Assael. "There are more questions than answers."

The answers to these questions and more will start to come as interest in nuclear boats helps release funding. You might expect faster progress from the behemoths of the shipping world that are up against net-zero mandates, but it might be up to an innovative billionaire to get the yachting sector there first.

"The philanthropic owner of a superyacht may well be one of the first adopters of this tech," says Tom Walters, a partner with shipping law firm HFW. "You've kind of seen it with Bill Gates and his company TerraPower, looking at SMRs to power their data centres to meet their own net-zero criteria."

While the opinion is split on the future of nuclear in the maritime world, and the hurdles are many, from public perception, to training, energy cost (based on hours at sea) to regulations, it's evolving fast and a space worth watching.

CORE OF THE MATTER

Dozens of nuclear reactor designs are in the frame for the high seas, but not all are close to being technically ready. A recent European Maritime Safety Agency report earmarks three varieties of value for commercial shipping: molten salt, high-temperature gas and pressurised water reactors.

Molten salt

Molten salt and nuclear fuel are mixed inside the core. It is attractive for its small size and the prospect of making a meltdown physically impossible. It is also low-pressure and can be refuelled in service.

Pressurised water

This design is behind most land-based nuclear power stations, but the tech has evolved. It relies on very high pressure to keep the coolant water liquid, but no longer requires fans or pumps to regulate.

High-temperature gas

Helium is heavily compressed to become an effective system for getting the heat out of the core. It runs hot, at 650°C to 950°C.

Heat pipe cooled

Often called a solid-state reactor because the metal heat pipes eliminate the need for coolant to circulate, this system is seen as a frontrunner for powering undersea and space exploration. It doesn't require high-pressure containment, which is a key safety feature.

Lead cooled

Lead's high boiling point makes it surprisingly suitable to act as a reactor coolant, transporting heat from the core to the steam circuit that generates the electricity. Because it can run hotter, there is no need to operate under pressure.

CLASSICAL JAZZ

The retro-inspired exterior of *Far Niente* belies her modern attributes and contemporary interior. *Risa Merl* steps on board this modern classic marvel

Photography:
**KEREM SANLIMAN (THIS PAGE);
STEVE TURVEY**

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> *"Once again, we have combined the timeless and elegant good looks of a classic motor yacht design with a fully optimised, high-tech underwater body shape"*

Far Niente *offers ample outdoor areas for enjoying life on board, a boon for guests. She's offered for charter by Classic Charters*

I

Is there anything more beautiful than the graceful curve of an elliptical stern? This thought bubbles to the surface as I first set eyes on the elegant aft section of 33-metre *Far Niente*, designed by Hoek Design and built by SES Yachts. With the yacht moored stern-to in Monaco, it's easy to admire the ample overhang of her shapely aft end, which curves and tapers downwards while raking forward to reveal the top of the rudder at the waterline below. Elliptical sterns were popular from the Age of Sail long into the early 1900s, so you'd be forgiven for assuming that *Far Niente* is a classic yacht. But this clever stern does something that many classics do not.

"A vertical part of the stern below the bulwark opens up hydraulically, lowering the bulwark as well," explains designer Andre Hoek, founder of Hoek Design Naval Architects. The opening section unfurls to be almost horizontal with the

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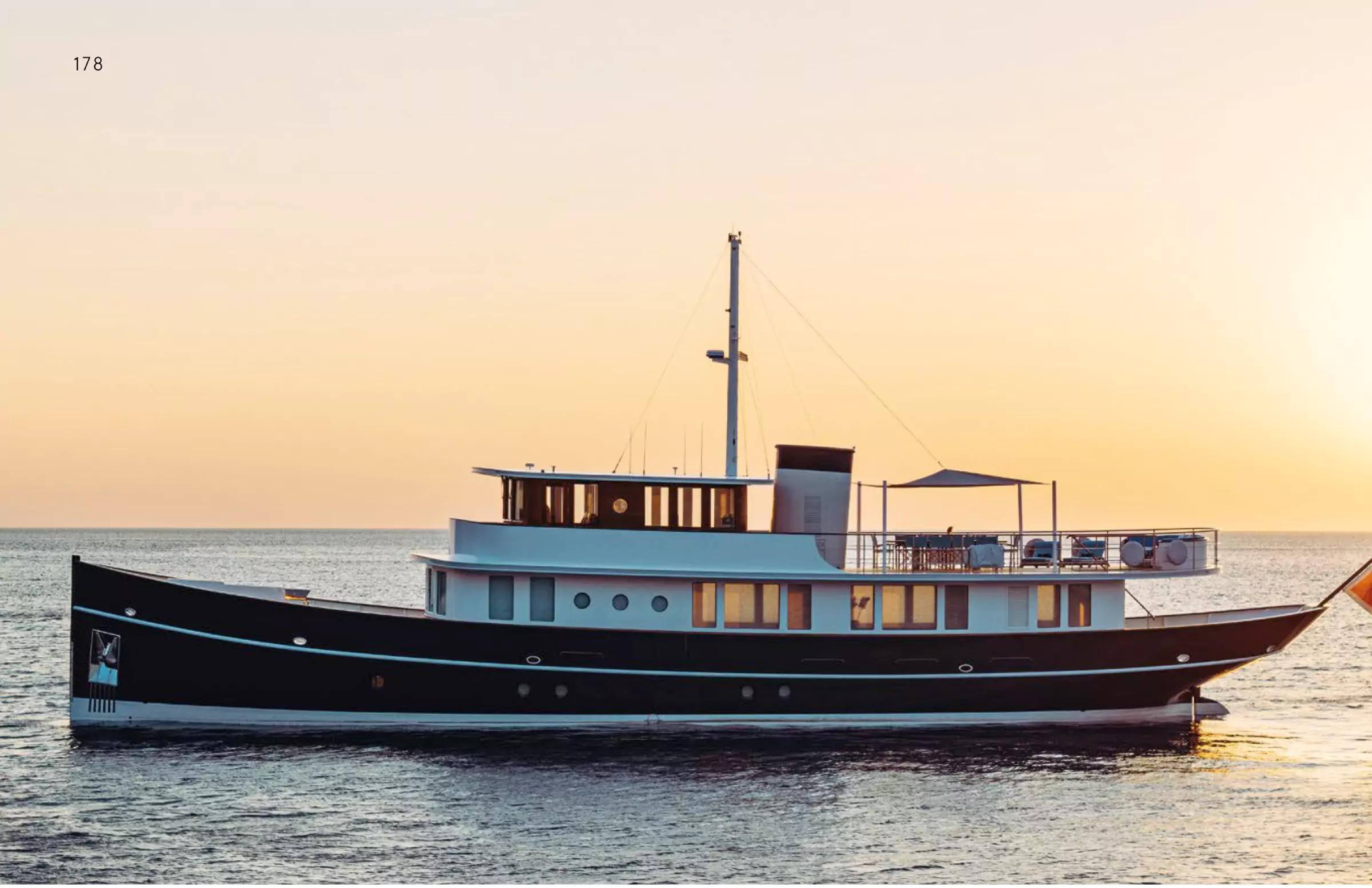

water's edge below, and a telescopic passerelle emerges from the structure, making boarding from the dock a breeze. A removable swim ladder also can be attached to ease water entry when it's time for a swim. It's thoughtful design features like this, along with her generous five-cabin layout, optimised hull design and excellent sound damping, that make *Far Niente* a winning modern classic yacht that benefits in equal parts from new technologies and storied good looks.

Far Niente's owners, however, originally had a classic refit in mind. "The owners had a 110-year-old hull that they bought to revive," says Elif Yıldırım, managing partner of the Turkish shipyard SES Yachts and daughter of SES founder Sefer Yıldırım. Built for fishing in the North Sea, the 1911 boat was a type of vessel known as a herring lugger. The owners knew from the outset that they wanted the yacht to be chartered, and it quickly became evident that getting the old hull up to commercial code would prove difficult and quite costly. "It would've been more of an investment than it was worth, so we started from zero," Yıldırım says.

Far Niente's *elliptical stern opens at centre to reveal a telescopic passerelle for boarding. The upper-deck seating (below) transforms as well, morphing from dining to sunpads*

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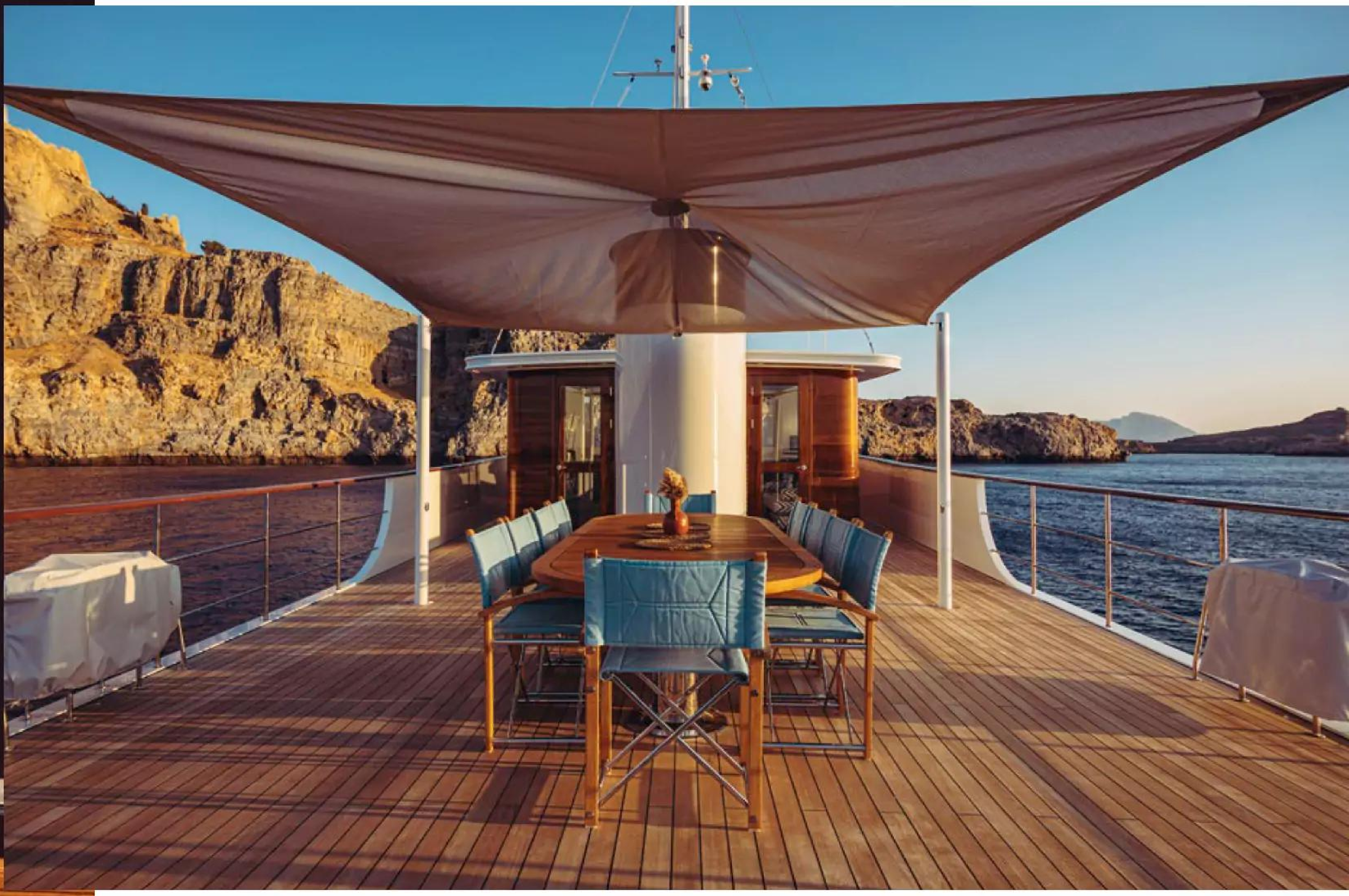
"There's just a sense of being on a wooden epoxy boat that feels more genuine. This type of construction is labour intensive. You can't find it in many places"

SES Yachts is skilled in cold-moulded wooden epoxy construction (as well as steel and aluminium). The varnished deckhouse joinery gleams in the sun

It was decided to move on with a modern classic design instead. While *Far Niente* is not a replica, she was certainly inspired by the lines of Dutch herring luggers of the early 1900s. "We made the stern one metre longer, so it's nicer-looking, but still in keeping with the original designs of this type of vessel," says Hoek. Viewed in profile, this elongated stern adds a sinuousness to the yacht's profile, and the extension helped provide more spacious living areas on board.

Hoek Design is experienced in creating modern classics. Its portfolio includes 56-metre motor yacht *Blue II* and many classically inspired sailing yachts. "Once again, we have combined the timeless and elegant good looks of a classic motor yacht design with a fully optimised, high-tech underwater body shape, using all the modern design programming we now have at our disposal," says Hoek. His studio was responsible for the exterior and interior design, and the naval architecture of *Far Niente*, though the owners were heavily involved in the interior styling.

Charter guests can enjoy dining next to the yacht's funnel, which conjures up the feeling of classic yachts such as Bluebird *or* Talitha



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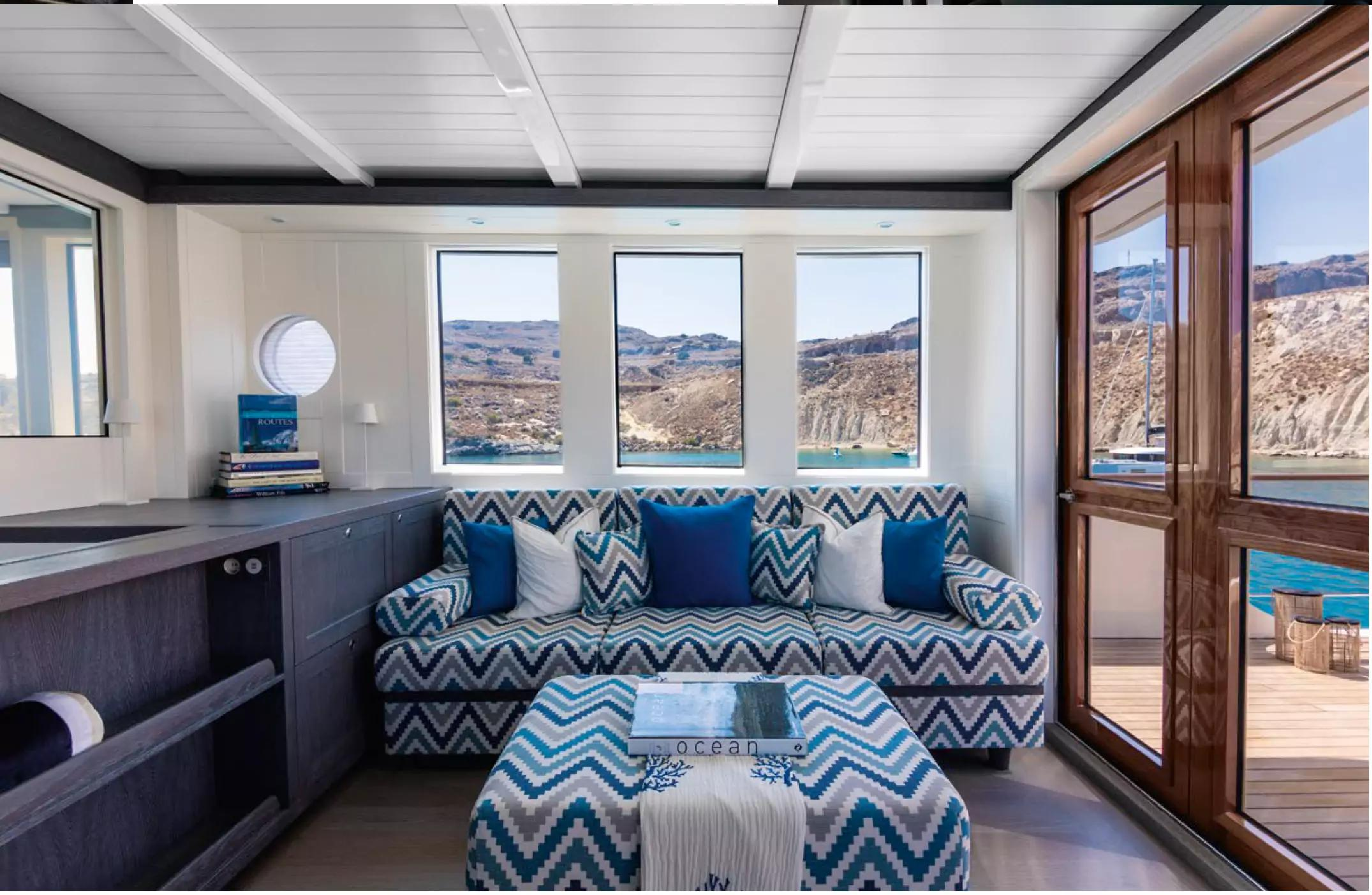
The mix of grey and white gives the interiors a welcome sense of simplicity and calm, and puts the modern in modern classic

The owners were heavily involved in selecting the interior decor, which includes deep B&B Italia sofas and a custom marble dining table. The sofa in the cosy upper deck lounge (opposite page, bottom) has a jazzy chevron print

The yacht has a steel hull topped with a cold-moulded wooden composite superstructure, an unusual combination. “The advantage is that you get away from corrosion issues, and weight-wise [cold-moulded construction] is quite good, but it’s especially good insulation-wise, which makes it better than building in aluminium then cladding it with teak,” says Hoek. “And there’s just a sense of being on a wooden epoxy boat that feels more genuine. This type of construction is labour intensive – you can’t find it in many places, but [SES Yachts] is actually capable of doing it.”

From a design perspective, another advantage of this method of construction is that the structure of the yacht can be made visible inside. The beams that you see running athwartships across the ceilings on board aren’t affectations but are actually part of the yacht’s structure. Showcasing the beams also allowed Hoek to raise the headroom to a lofty 2.3 metres in the main saloon and 2.25 metres on the lower deck and bridge deck. It’s an asset when you consider the low ceilings of many traditional classic yachts.



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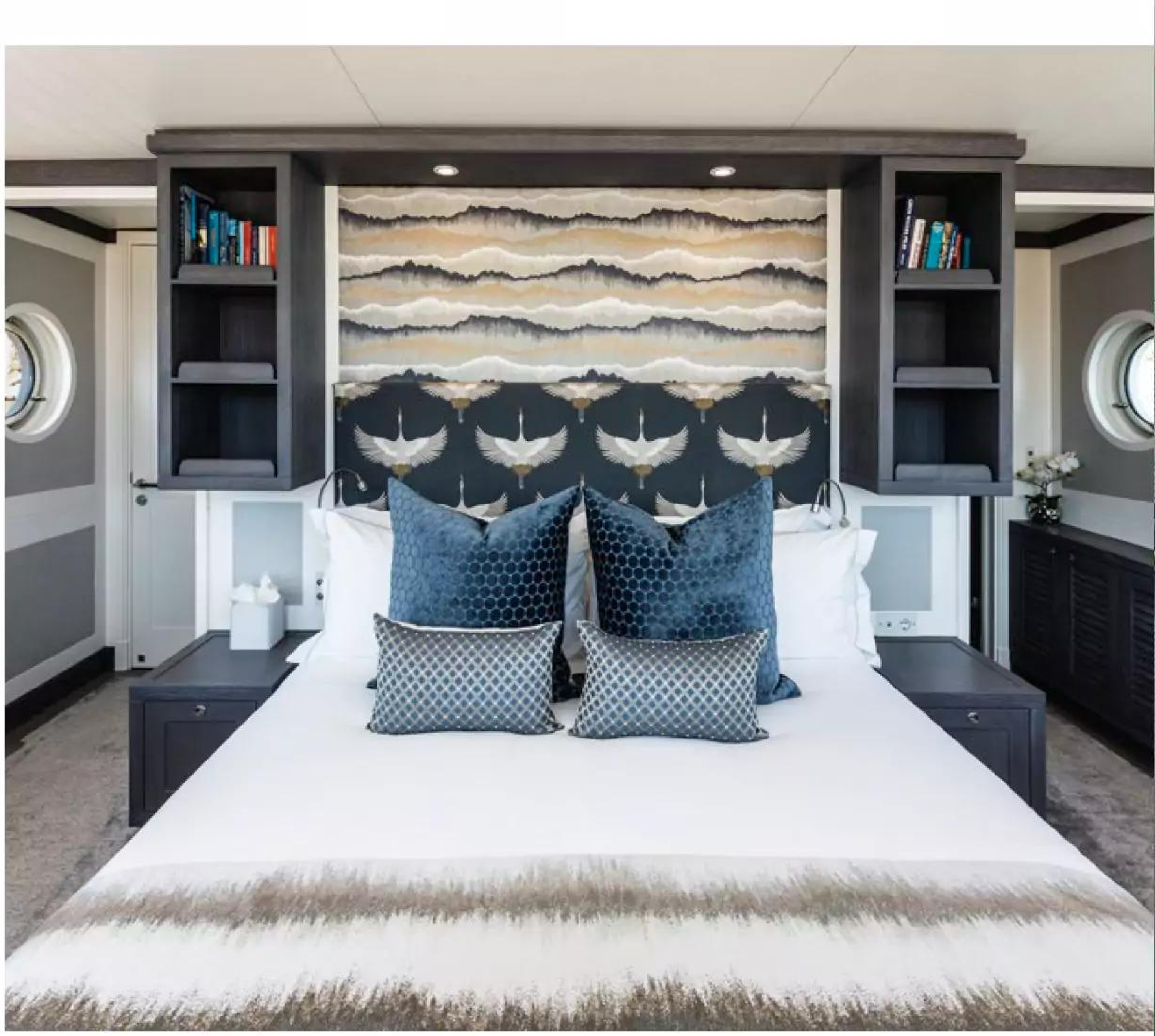
While showing me around *Far Niente*, Hoek points out design solutions that serve both form and function, such as the freeing ports hidden in the bulwarks that help drainage when a lot of water comes on deck and the tall waterfall margins where the deck curves up to meet the deckhouse. "Normally the seams [between deck and deckhouse] would be lower, but this is much better because the seam between deck and superstructure is in the vertical part of the deckhouse, instead of in the corner between hull and deck," says Hoek. "But it takes a lot of wood and labour. This is like traditional boatbuilding. Not many yards do this anymore." The same could be said of the wide, hefty cap rails, which, gleaming with varnish, conjure up the feeling of being on board a solidly built classic yacht. Other classic cues include the slanted foredeck and the funnel protruding from the bridge deck aft.

Per the owners' requests, the interior feels decidedly less classic. They opted for a more contemporary style, which sees quarter-sawn grey washed oak used for the cabinetry, while the planked ceilings are painted off white. The floor

Finished in oak with a range of white and grey stains, the interiors have a light and bright feel. The main deck master (right and opposite page, top) has wraparound windows overlooking the bow



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> *"Compared to a classic, the fuel consumption is much lower and the performance is better"*

is also in oak, but in a lighter grey wash than the joinery. The mix of grey and white gives the interiors a welcome sense of simplicity and calm and puts the modern in modern classic. The owners chose the colour palette as well as all of the materials and furnishings, such as the fabric on the headboard in the master suite that depicts cranes flying skywards.

The yacht's layout is a departure from your typical classic as well, with a main-deck master forward – a window-filled room that looks out over the foredeck. Cambered like a workboat, the angled foredeck is capable of carrying two seven-metre tenders, launched by a one-tonne crane.

Far Niente's main saloon is bookended by two seating areas, a small lounge in the foyer with a pair of sofas facing each other, and two larger L-shaped sofas by B&B Italia set at the forward bulkhead, which Hoek says the owners will mainly use to watch movies. At the centre of the open-plan saloon is a long, custom dining table seating 10, topped in a grey marble. A petite and cosy upper-deck saloon rounds out the interior communal living spaces.

Further differentiating the yacht from a typical classic are the four good-sized guest cabins below

Vertical windows in the bridge afford good visibility for the crew member on watch. Just in front is seating for guests on the Portuguese bridge

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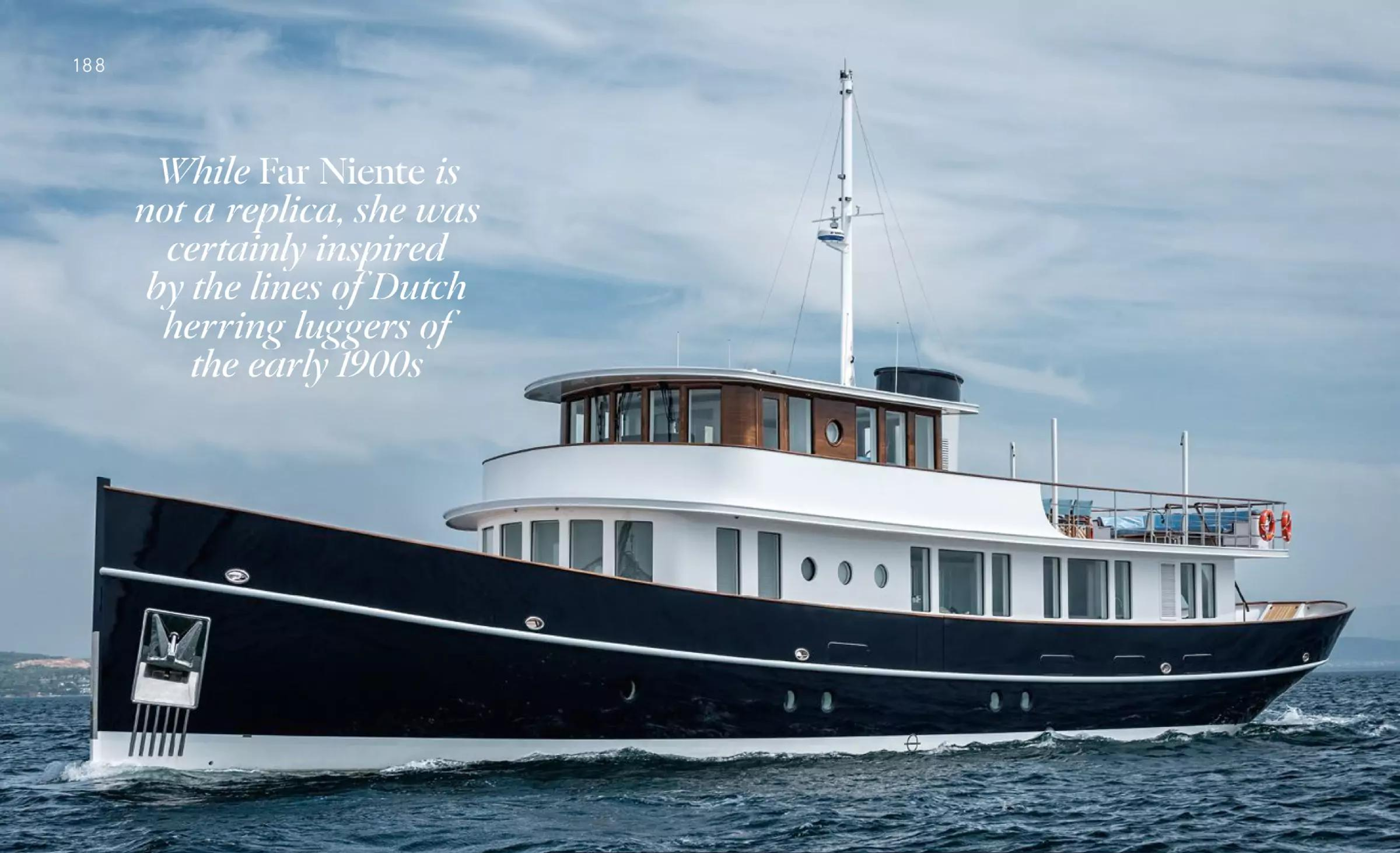
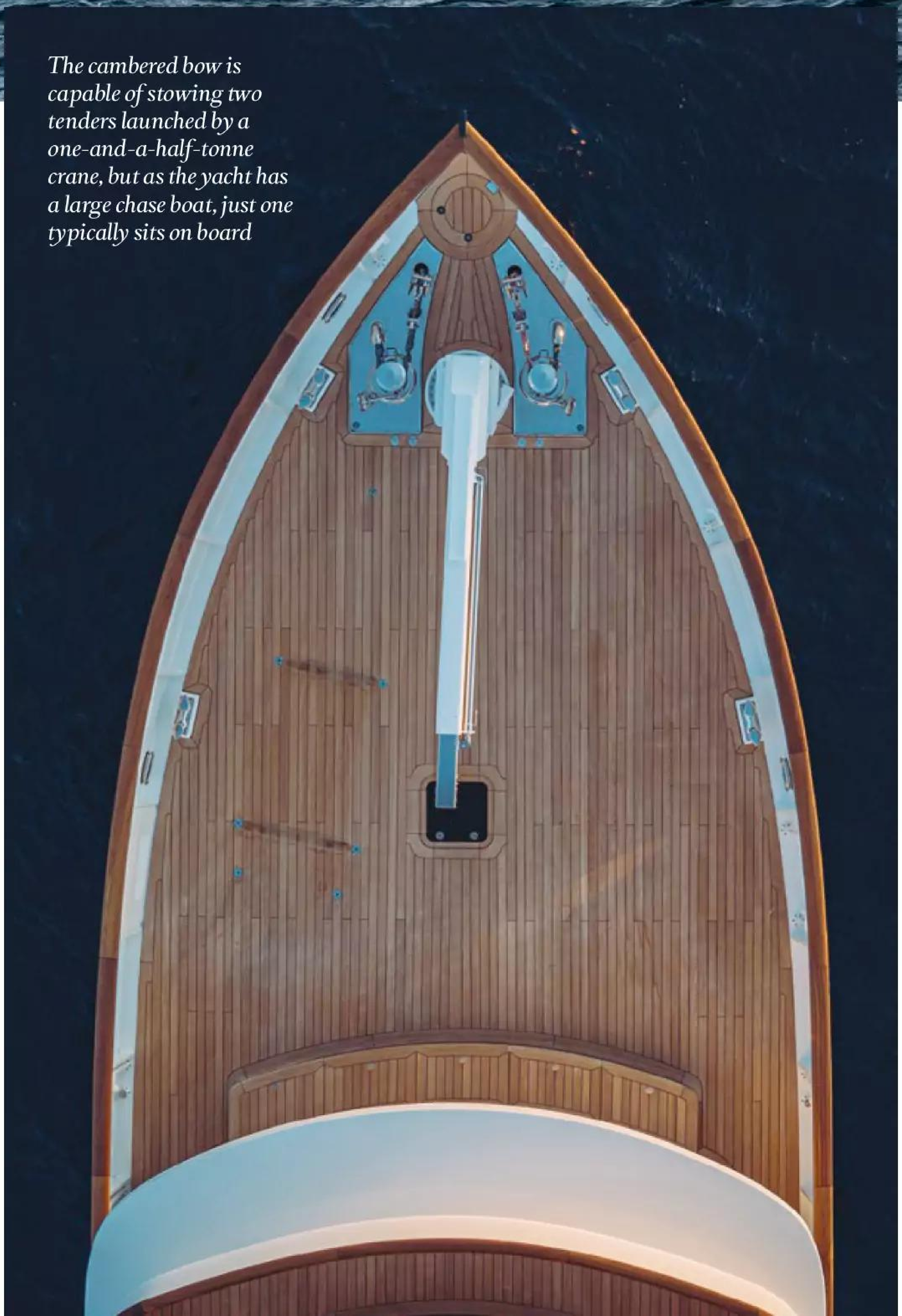


While Far Niente *is not a replica, she was certainly inspired by the lines of Dutch herring luggers of the early 1900s*

decks. “She charters well due to her five-cabin layout,” says Hoek. Her charter credentials also include a surprisingly ample toy box brimming with everything from an e-foil and wakeboards to a jellyfish-proof netted pool for sea swims.

Far Niente is likely to appeal to guests who enjoy the romance of dining on the bridge deck beneath a funnel, yet also appreciate a hull optimised by modern means for comfortable seakeeping. Hoek utilised computational fluid dynamics to “highly optimise” the shapes of the displacement hull and its single propeller. “Compared to a classic, the fuel consumption is much lower and the performance is better,” says Hoek. *Far Niente’s* range is 3,750 nautical miles while cruising at 11 knots. Sleipner stabilisers bolster the yacht’s comfort, and bow and stern thrusters aid in manoeuvrability.

“It was very interesting to design a classically styled yacht that technically and material-wise is a very modern yacht,” says Hoek. “She turns heads wherever she goes, and for a yacht this size, she ticks all the boxes.” From stern to smokestack, *Far Niente* might resemble a classic, but it’s her well-considered modern touches that will make life on board a treat for her owners and charter guests alike.

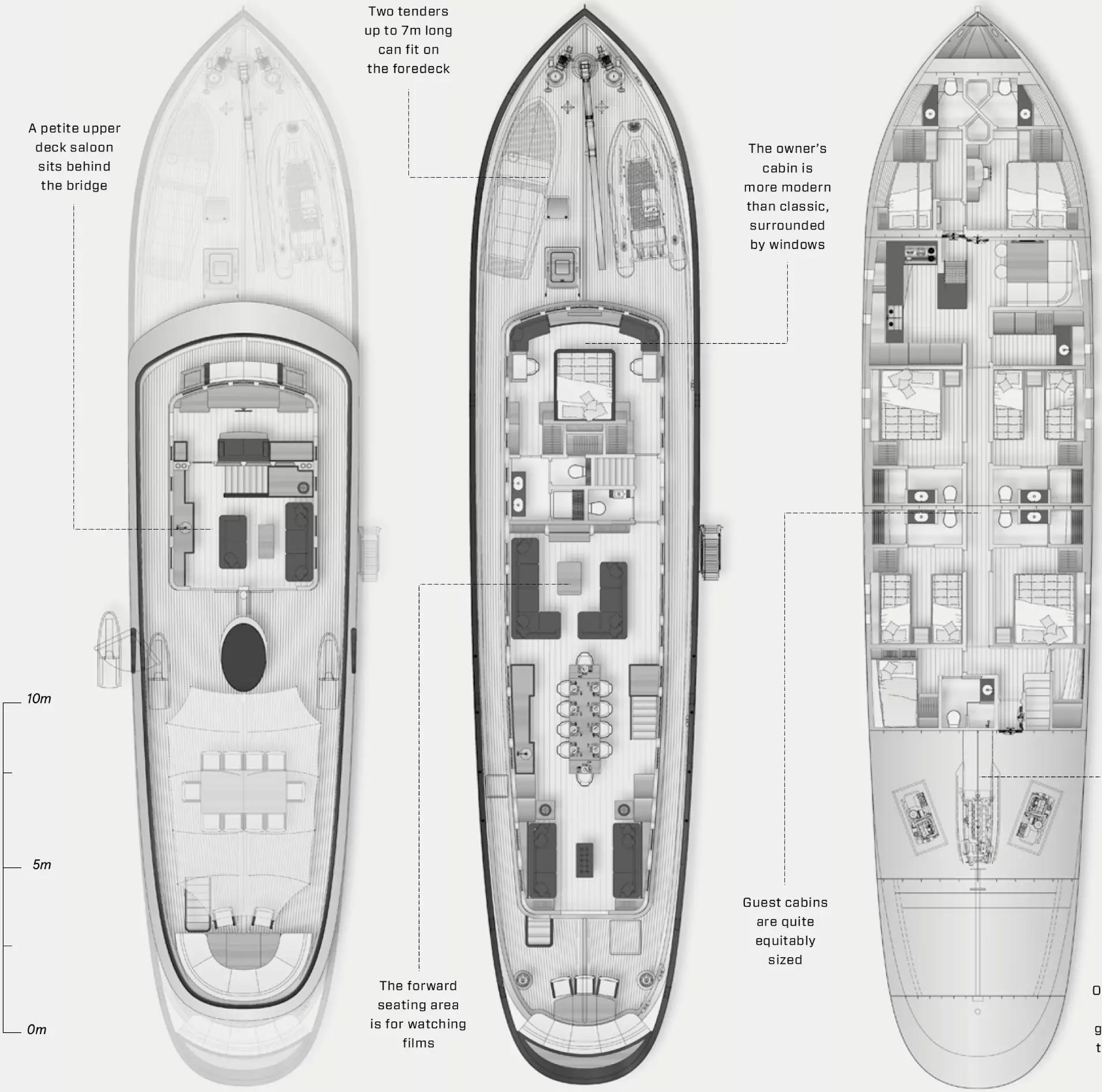


The cambered bow is capable of stowing two tenders launched by a one-and-a-half-tonne crane, but as the yacht has a large chase boat, just one typically sits on board

ADDITIONAL PHOTOGRAPHY: KEREM SANLIMAN

Far Niente

SES Yachts



Sundeck

Main deck

Lower deck

A petite upper deck saloon sits behind the bridge

Two tenders up to 7m long can fit on the foredeck

The forward seating area is for watching films

The owner's cabin is more modern than classic, surrounded by windows

Guest cabins are quite equitably sized

One engine, plus two gensets fill the engine room

LOA 32.7m

LWL 29.9m

Beam 6.75m

Draught 1.9m

Gross tonnage 179GT

Engine 500hp MAN D2676 LE477, with SCR

Generators 2 x 35kW Kohler

Stabilisers Sleipner Side-Power Vector fins 1950, zero speed

Speed (max/cruise) 11/10 knots

Range at 9 knots 2,800nm

Fuel capacity 13,000 litres

Freshwater capacity 4,900 litres

Tenders 10m Novamarine BS 100; 4.5m Zodiac

Owners/guests 10

Crew 5

Construction Steel hull and cold-moulded mahogany superstructure

Classification RINA C ✠ HULL • MACH "Ych" Short Range Navigation

Naval architecture Hoek Design

Exterior design Hoek Design

Interior design Hoek Design; owner

Builder/year
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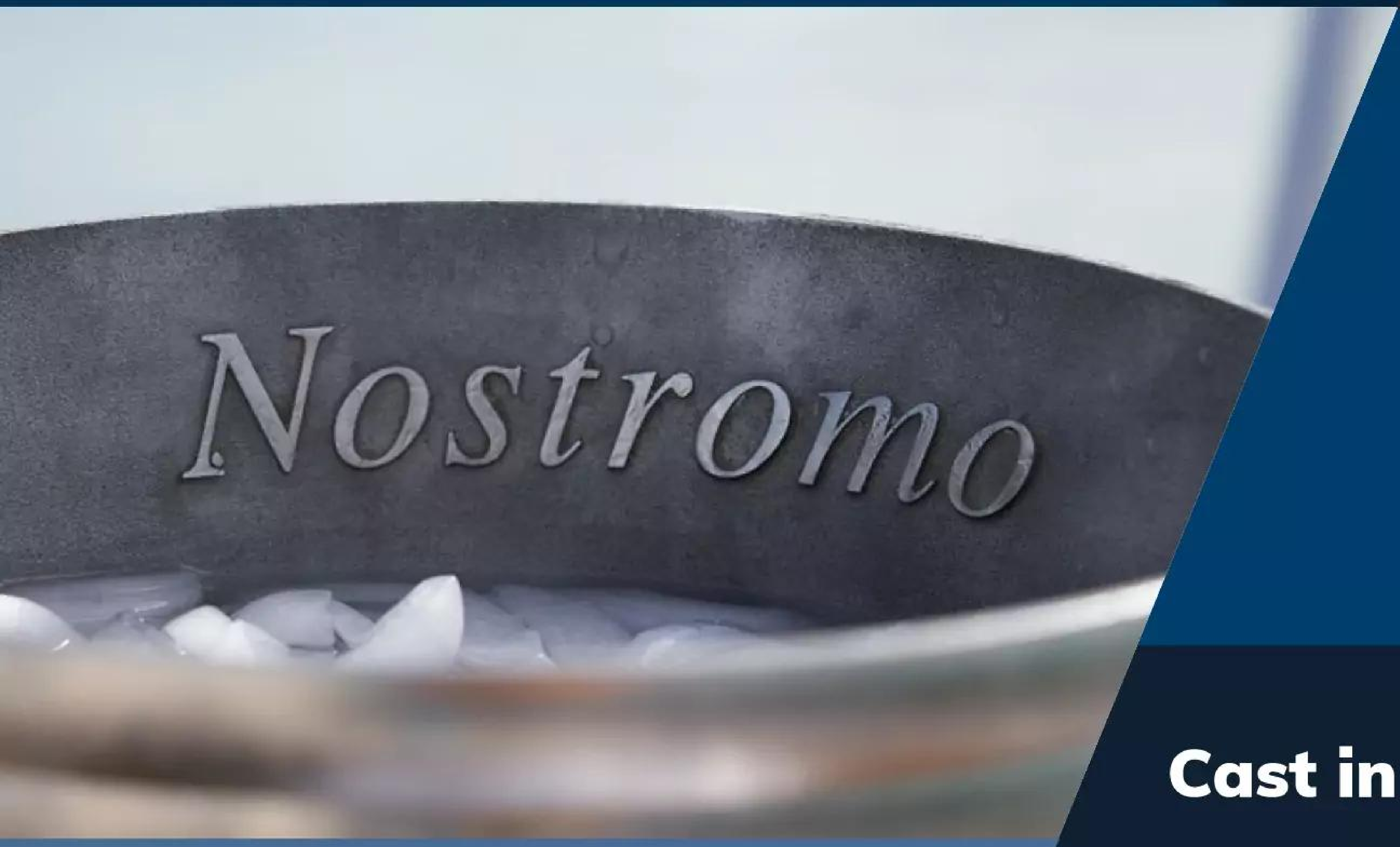

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Best by Boat

Simon Ward discovers a spot of contemporary cool on Turkey's bustling Bodrum peninsula

Bodrum's hospitality scene is on a roll, with more and more visitors in recent years falling in love with its Turkish take on French Riviera-style luxury. And with strict controls on development meaning new resorts in the area are a prized commodity, Bodrum Loft struck gold when it opened its doors on Demirbükü Bay in summer 2021. A prime chunk of real estate occupying a beachside hilltop, the 36-unit resort is accessible either by its house tenders or via a winding, pine-lined hilltop road. Accommodation comprises a combination of two-, three- and four-bedroom cubist-style villas designed by local architects Tabanlioğlu with sandblasted cement and restrained, contemporary design lines. The pared-back interiors are equally refined, with dark wood finishing, curated artworks and a focus on minimalist opulence.

While away the hours bobbing above the Aegean on a sun-lounger-strewn wooden pontoon sipping local drinks and slipping into the impossibly turquoise sea. Once refreshed, stroll past the bougainvillea, olive and sandalwood trees to the subterranean spa for an indulgent massage. In the evening, take your pick from three on-site restaurants: the Michelin-recommended Loft Elia for elegant Med cuisine; Paper Moon's indulgent Italian flavours and eclectic music on the terrace; or the newly opened, no-menu Ters Köşe, which serves local seafood in a rustic, tucked-away space under the pines. And if the thought of ascending the hills back to your villa after such decadent gorging doesn't appeal, worry not – there's a fleet of electric buggies ready to whisk you through the warm evening back to base. *bodrumloft.com.tr*

The call of

the Highlands

Scotland offers a coastline of breathtaking landscapes and rich history, but it is little visited by superyachts. *Georgia Boscawen* discovers an abundance of wild wonders and culinary delights on its islands and shores

PHOTOGRAPHY: JOACHIM PRESSL ON UNSPLASH

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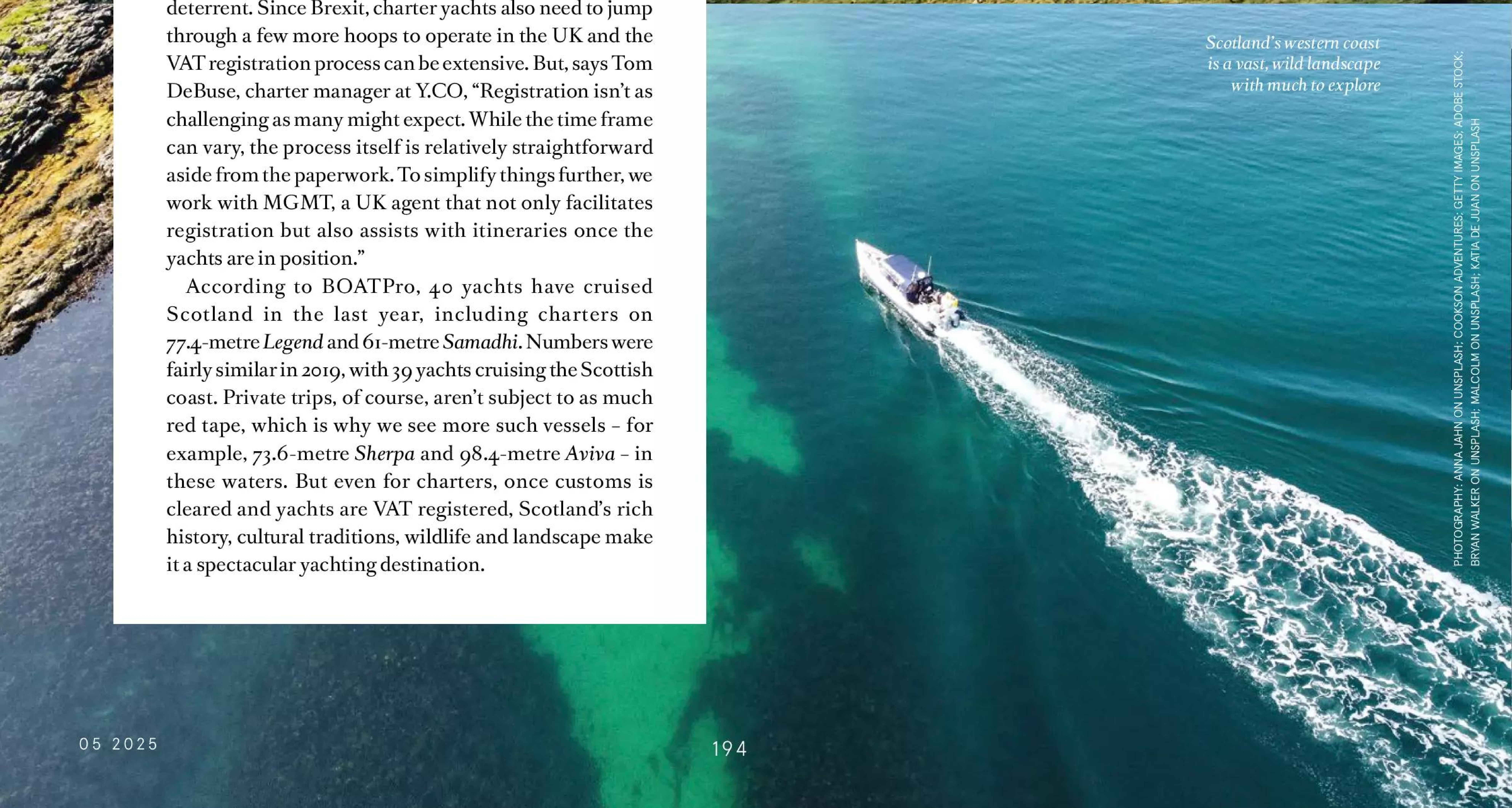
A tapestry of rugged landscapes where nature's drama unfolds in blessed seclusion, Scotland's serrated coastline is perfect for superyachts – yet it doesn't have a reputation to match. Unpredictable weather has certainly acted as a deterrent. Since Brexit, charter yachts also need to jump through a few more hoops to operate in the UK and the VAT registration process can be extensive. But, says Tom DeBuse, charter manager at Y.CO, "Registration isn't as challenging as many might expect. While the time frame can vary, the process itself is relatively straightforward aside from the paperwork. To simplify things further, we work with MGMT, a UK agent that not only facilitates registration but also assists with itineraries once the yachts are in position."

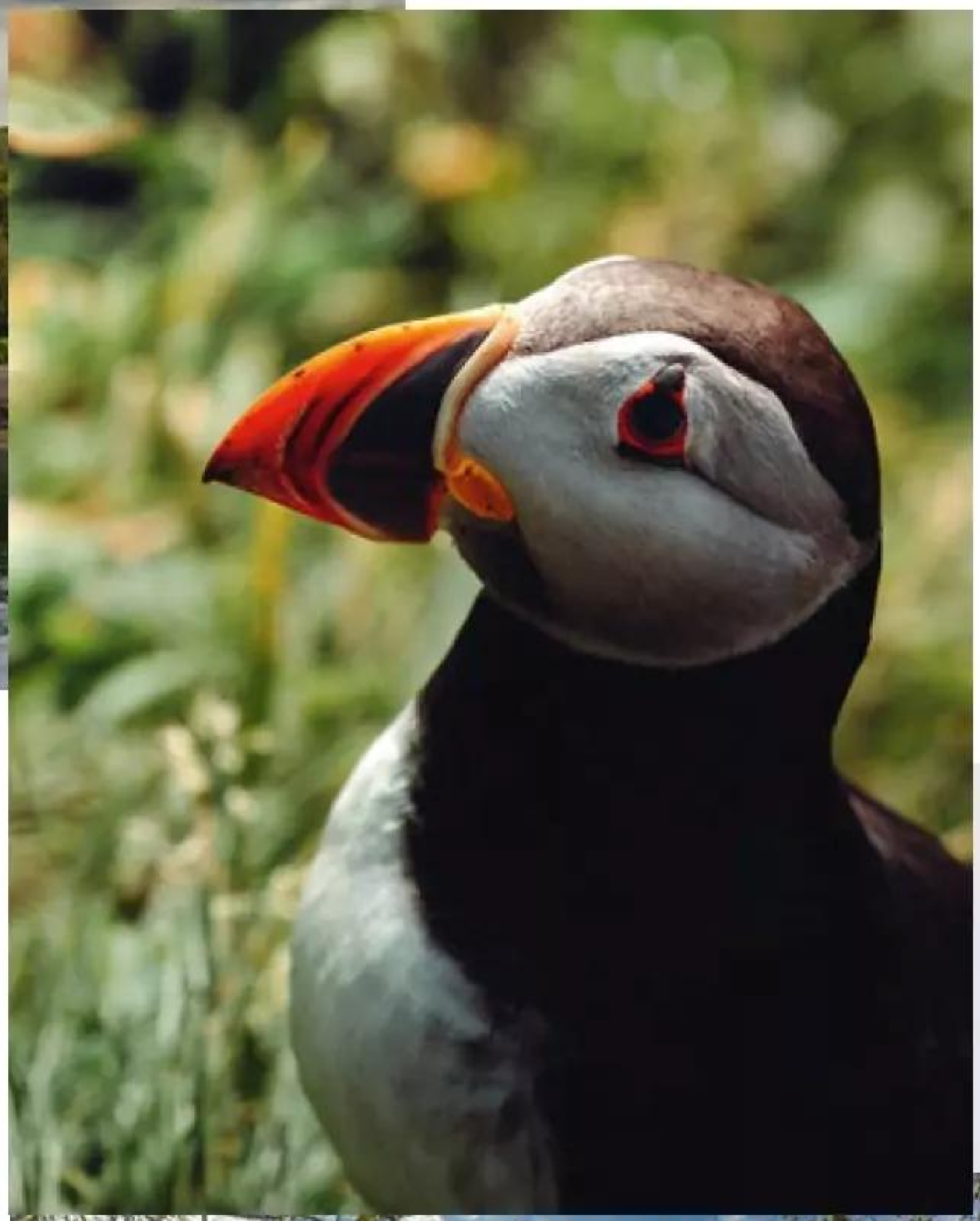
According to BOATPro, 40 yachts have cruised Scotland in the last year, including charters on 77.4-metre *Legend* and 61-metre *Samadhi*. Numbers were fairly similar in 2019, with 39 yachts cruising the Scottish coast. Private trips, of course, aren't subject to as much red tape, which is why we see more such vessels – for example, 73.6-metre *Sherpa* and 98.4-metre *Aviva* – in these waters. But even for charters, once customs is cleared and yachts are VAT registered, Scotland's rich history, cultural traditions, wildlife and landscape make it a spectacular yachting destination.

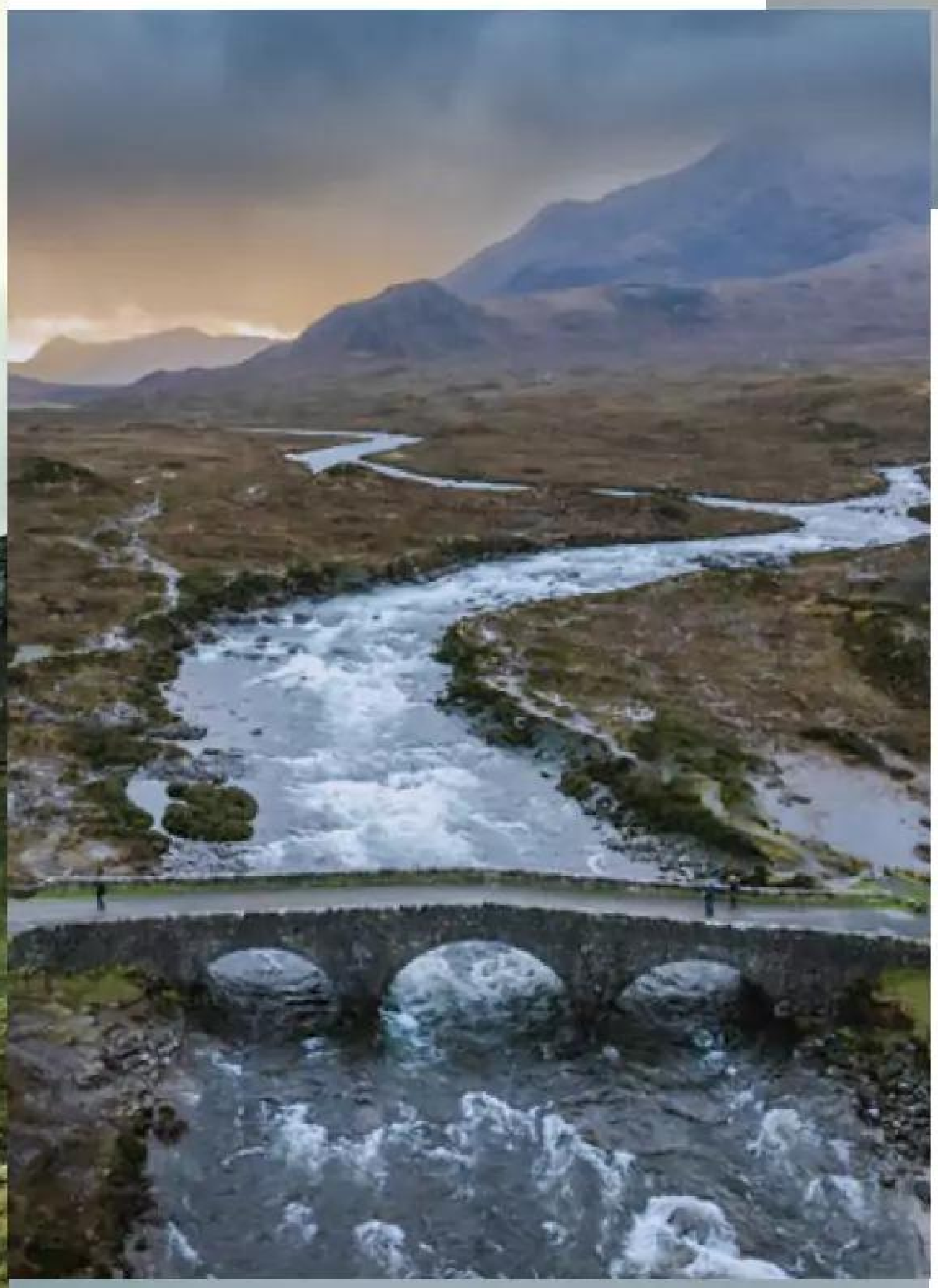


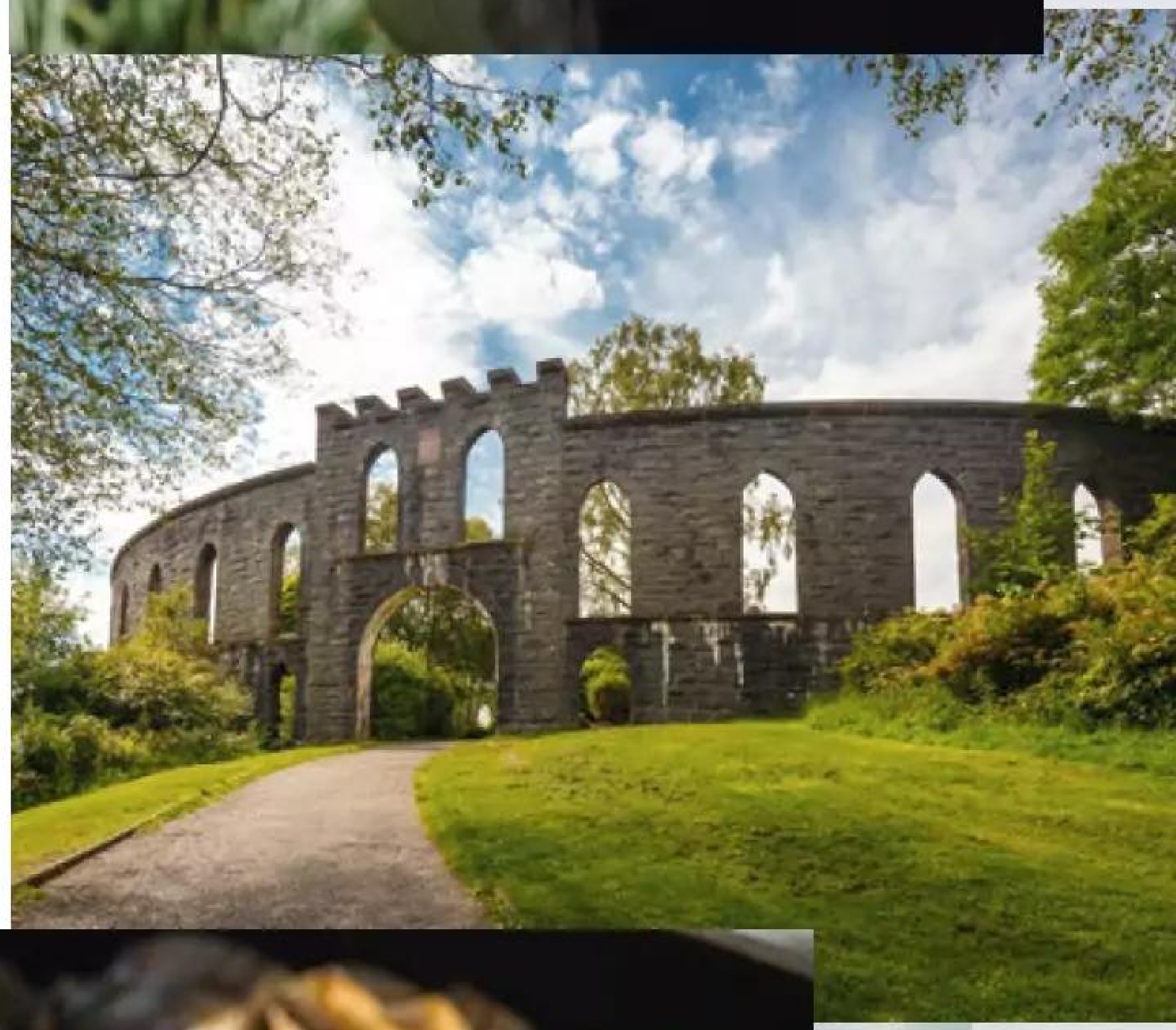
Scotland's western coast is a vast, wild landscape with much to explore

PHOTOGRAPHY: ANNA JAHN ON UNSPLASH; COOKSON ADVENTURES; GETTY IMAGES; ADOBE STOCK; BRYAN WALKER ON UNSPLASH; MALCOLM ON UNSPLASH; KATIA DE JUAN ON UNSPLASH

Right: the 13th-century Dunollie Castle. Far right: Scotland has the UK's largest puffin colony. Far right, centre: McCaig's Tower presides over Oban, the seafood capital of Scotland



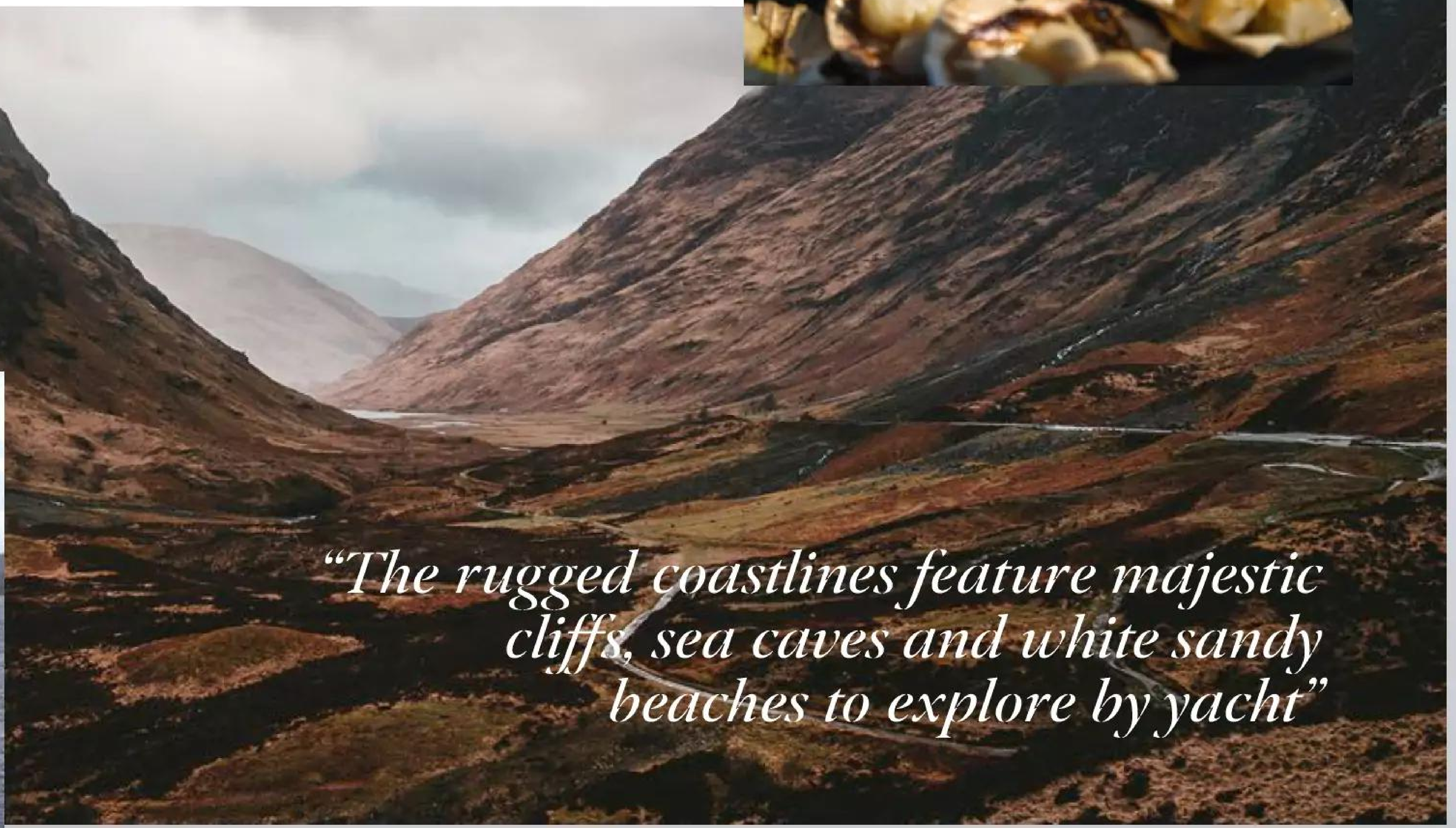




"Mainland Scotland boasts over 6,160 miles (9,990 kilometres) of coastline – 11,602 miles including the islands," says Kelvin Murray, EYOS's head of expeditions. In particular, the Inner and Outer Hebrides [off the west coast of the mainland] have multiple islands, with these rugged coastlines featuring majestic cliffs, sea caves and white sandy beaches to explore [by yacht]."

The picturesque town of Oban, which is considered the seafood capital of Scotland, is located six nautical miles from the Isle of Mull on the mainland and is a fine example of what makes cruising Scotland's west coast so special.

"Oban is like a quintessential, romantic fishing community that time hasn't touched; it was my favourite place by far," says Captain Taigh MacManus of *Legend*. "You can get incredible seafood right off the pier and cruising here really makes you feel immersed in the coastal highlands of Scotland." Standing guard at the north of Oban Bay is Dunollie Castle, the seat of the MacDougall clan, built in the 13th century along with McCaig's Tower and Battery Hill, an epic fortress that stands over the town. Oban Distillery (one of the smallest distilleries in Scotland) is also considered a fine visit, having retained the same distilling process for 200 years.



"The rugged coastlines feature majestic cliffs, sea caves and white sandy beaches to explore by yacht"

Legend *in Scapa Flow, where it launched its sub to view the wrecks below*

More than 150 wrecks from the German WWI fleet are scattered in the Scapa Flow, ripe for dive adventures

Its single-malt whiskies taste of rich fruits, smoky dryness and honeyed spice with a sprinkling of sea salt.

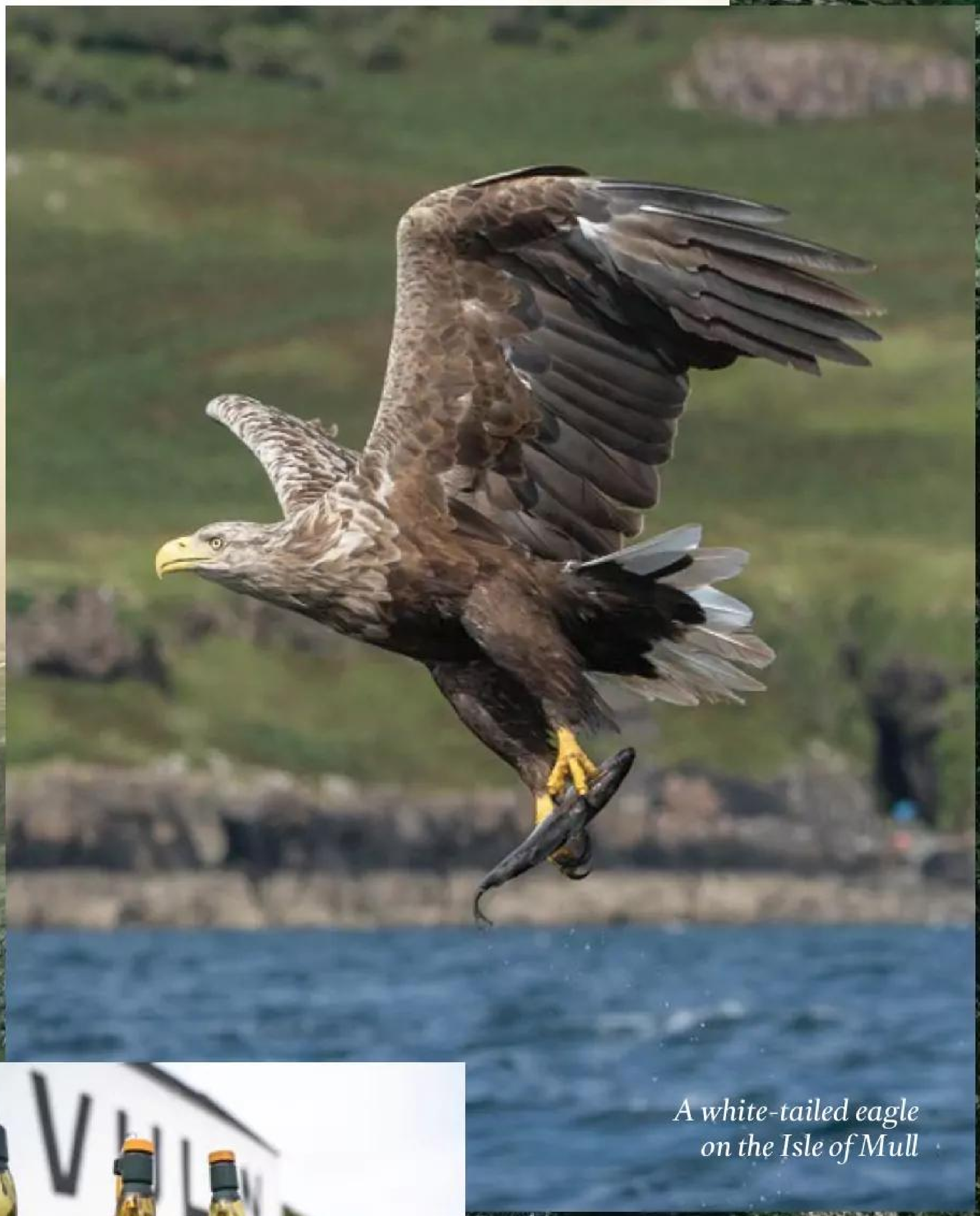
According to Scottish government estimates, upwards of 40 million people around the world consider themselves to have Scottish ancestry. "We've seen a lot of interest in clients wanting to pay homage to their own ancestral roots and learn more about their Scottish heritage through experiences," says Kevin O'Conor, head of yachts at Cookson Adventures. "A great example is guests designing a custom family tartan or tweed, with one of Scotland's leading textile designers." For this, guests can head to Lochcarron of Scotland, located just 30 nautical miles from the Isle of Skye.

But what about the weather? This is the largest hurdle to persuading owners and charterers to tear themselves away from the guaranteed Med sunshine. "Scotland's frequently maligned weather can be surprisingly poor – and equally surprisingly great," says EYOS's Murray. "The weather can be part of the scenery and with modern superyachts equipped for all conditions, this only enhances the experience."

In this vein, O'Conor says, "Many of Scotland's best experiences can be enjoyed regardless of the weather, from cosy evenings in the warmth of the yacht's saloon with a dram of whisky to exhilarating RIB rides and dining in ancient stone bothies (stone shelters whose

PHOTOGRAPHY: GETTY IMAGES; ADOBE STOCK; COOKSON ADVENTURES; M. ZONDERLING ON UNSPLASH; ROLAND LOSSLEIN ON UNSPLASH; DANIEL MALIKYAR ON UNSPLASH

Guests of Cookson Adventures arriving at Aldourie Castle by helicopter



A white-tailed eagle on the Isle of Mull

“Scotland’s weather can be surprisingly poor – and equally surprisingly great”

name derives from the Gaelic word *bothan*, meaning hut). The key is to be adaptable in Scotland. There are plenty of protected anchorages as the inner islands are sheltered, which can provide some relief from high winds.”

Midges – Scotland’s small mosquito-like pests – pose something of a threat to Scottish tourism too and tend to be at their worst in the peak of summer, though they aren’t really a threat to superyachts, as MacManus explains. “Midges aren’t on the boat as the wind tends to blow them inland to the marshier areas. I wasn’t experiencing them on board at all.” July and August are when the midges are at their peak, so the best time to visit is September. “It tends to be dryer, and a lot of the Scots who live along the coast see this as the best window,” adds MacManus. Spring is also a good time to visit, with few midges, mild weather and blooming wild flowers.

The water here may not be able to compete with the Med in terms of temperature, but it can compete on diving, with mesmerising sites like Scapa Flow off the Orkney Islands. Considered one of the top dive sites on the planet, Scapa Flow covers 310 square kilometres in area and is approximately 30 metres deep. There are more than 150 wrecks strewn across this body of water, including the German High Seas Fleet – 52 battleships that were deliberately scuttled in 1919 to avoid them being captured by the British. “For perspective, I found one of the big battleships and put *Legend*’s stern directly over the top of it, mapping with the multi-beam system. The battleship was a football field longer than *Legend*, it was like 180 metres,” recalls MacManus. “With our submarine outfit, Scapa Flow is just spectacular – visibility is good when the weather is good and the local dive guides up there are such impressive storytellers that the narratives they would give to guests are incredible.”

Food here may surprise you too. It’s not all haggis and porridge – although the traditional dessert

Above: a bagpiper at Aldourie Castle, which lies on the banks of Loch Ness

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A Rage buggy racecourse organised by Cookson Adventures. Scotland is strewn with ruins of medieval castles such as Kilchurn (right)

cranachan, made with whipped cream, raspberries, oatmeal and whisky, has found a home in many high-end restaurants. Benefiting from the region's fresh seafood and game, there are 11 Michelin-starred restaurants dotted around the country including Loch Bay, a one-Michelin-starred restaurant on the Isle of Skye set in a pretty crofter's cottage just metres from the waterfront. It is inspired by Skye's local harvest with plenty of seafood served in an intimate setting, warmed by a crackling wood burning stove.

Whisky is, of course, a huge part of Scottish culture, with more than 130 active distilleries spread across five whisky regions. On the west coast, the Isle of Islay – the southernmost of the Inner Hebrides islands – is home to a smoky, peaty style of single-malt whisky. Here, located near the ruins of Dunyvaig Castle on Islay's south coast, is the Lagavulin distillery, which is famed for its rich, peaty character and unusual pear-shaped stills. Another is the waterfront Laphroaig distillery, which is known for its soft, peaty notes and herbal qualities.

But aside from the whisky and the rich food, cruising here can suit the whole family, as Murray explains. "A Scottish itinerary for kids can be an incredible adventure, blending mythology, nature, hands-on experiences and wildlife encounters to keep them entertained, while also immersing them in Scottish culture. The key is to mix

Above: Loch Bay serves Michelin-star cuisine on the Isle of Skye. Below: Lagavulin distillery is famed for its smoky, rich Islay malt

Photographers, hikers, artists and history enthusiasts can revel in the enchanting landscapes

PHOTOGRAPHY: COOKSON ADVENTURES; COURTESY OF LOCH BAY; DIAGEO; NILS-LEONHARDT ON UNSPLASH; FILIZ ELAERTS ON UNSPLASH; DAVID CHESKIN; SIM CANETTY CLARKE

interactive history, outdoor fun and magical storytelling so they feel like they're stepping into a real-life fantasy world." Tales of ancient battles, castles with giant cannons and colourful fishing villages are just some of the excitements kids can expect.

"For something more immersive [for kids], we've previously created a bespoke actor-led quest based around the story of the Loch Ness monster," adds O'Conor. "The children undertook 'spy training' to prepare them for the challenges ahead using robots, POV drones and obstacle courses."

The chances of encountering any other yachts cruising the Scottish coast are about as high as encountering Nessie. Trips here are likely to feel ultra-private. And possibilities are limitless: keen photographers, hikers, artists and history enthusiasts can revel in the enchanting landscapes, while anglers can explore pristine rivers and children can enjoy specially tailored Highland games. Itineraries abound with historical excursions, wildlife encounters, great food and dramatic scenery. For those seeking to forge deeper family connections and immerse themselves in an ancient culture, this is one of the best places to do so. Scotland's magic easily outshines any rain clouds.

Five of the best luxury hotels in Scotland

The Witchery, Edinburgh *thewitchery.com*
Glenapp Castle, Ayrshire *glenappcastle.com*
Gleneagles, Perthshire *gleneagles.com*
The Fife Arms, Braemar *thefifearms.com*
Kinloch Lodge, Isle of Skye *kinloch-lodge.co.uk*

How to visit Scotland by yacht

VAT registration and agency services: MGMT, *mgmtyacht.com*

The rules: to charter in Scotland, yachts must be VAT registered with HMRC before entry, with payment due before the beginning of the charter. Payments will be clearly specified in the charter agreement from the broker. There are no restrictions on length of stay.

Best time to visit: spring (late March to May) and autumn (September to November). Peak summer will be sunny, but midges may be a nuisance on land.

Yachts available for charter in Scotland:
Sherakhan – Y.CO
Samadhi – Edmiston
Kismet – Cecil Wright & Partners

The Fife Arms. Top: The Witchery

MY R23

Length: **47.39 mt**
Years (built/refit): **2002/2023**
Builder: **Rossinavi**
Price: **195.000 eur + VAT**

Guests: **12+**
Cabins: **6**
Crew: **11**
Broker: **Isabella Moncada**

Charter First, Buy Smart

moncadayb.com | charter@moncadayb.com | +34 971 684 055

MY PEMBE

Length: **26 mt**
Years (built/refit): **2018**
Builder: **Sanlorenzo**
Price: **64.000 eur**

Guests: **8+**
Cabins: **4**
Crew: **3**
Broker: **Aloisa Moncada**

MONCADA 1963

VOYAGE NEWS

The latest must-have accessories, remote getaways and top travel tips

Beach bound

Famous for its cashmere, Chinti and Parker turns its attention to summer with a colourful beach collection consisting of maxi dresses, co-ords and lightweight beach cover-ups, each made from soft organic linens and cotton. *Hand-crocheted shirt, £195, vest, £150, and shorts, £150, chintiandparker.com*

Bags of style

Métier's reliable bags have recently featured in HBO series *The White Lotus*, as pieces from the new season collection make the perfect travel companions. The cabin-approved Racer 53 (*pictured*) is ideal for heading straight to meetings from the tarmac. *£3,650, metier.com*

Cleo
BEACH CLUB
EXCLUSIVELY FOR ADULTS

Turkish delight

This season, the Turkish Riviera has introduced a new bohemian beach club to its coastline. Perched on the rocky waterfront facing the fabled Cleopatra Island, Cleo is described as a tranquil yet spirited escape that caters to the Ibiza set. The beach club features local cuisine, lo-fi music and luxurious Bali beds. *naturallyluxuriousgetaway.com*

A taste of Japan

Hotel Byblos in Saint-Tropez has announced the opening of the illustrious Japanese restaurant brand Zuma within its premises. Launching this month, Zuma presents a twist on the traditional Japanese Izakaya style and features a curved bamboo bar and custom-made Japanese tiles set within the enchanting garden of Byblos. *byblos.com*

Island revival

Peter Island Resort in the BVIs has reopened its doors after a six-year transformation. The yachting hotspot now offers 52 rooms, suites and villas along the palm-tree-lined stretch of Deadman's Beach. *peterisland.com*

Exclusively online

Looking for something new? Check out the superyachts joining the charter fleet in 2025 at *boatinternational.com/charter*

PHOTOGRAPHY: CLEO – SOULSETTERS; ADAM HINTON; COURTESY OF PETER ISLAND

Tamoka is one of 10 award-winning restaurants at the Ritz-Carlton, Dubai

Chef's Secrets

Ritz-Carlton executive chef Tobias Pfister reveals Dubai's top tables to *Georgia Boscawen*

Chef Tobias Pfister oversees culinary operations at the Ritz-Carlton, Dubai, where he manages 10 distinctive restaurants. With a career spanning Asia and the Middle East, Pfister has honed his skills in some of the world's top hotels. Situated in the Marina district, the Ritz-Carlton, Dubai offers a diverse range of cuisines, including Italian, Middle Eastern and Caribbean.

Favourite fine-dining restaurant in Dubai?

My personal favourite is a Japanese fusion restaurant called Clap. The food is great and they use good products. I love the atmosphere and it has various moods – so you can go for a business lunch or an evening experience.

Top waterside spot?

I always look for places where I can take my family, and what's great about Dubai is there are now family-friendly beach clubs. Two years ago they didn't exist. I like Twiggy, which is in the Deira part of the city and is really relaxed. There are play areas for the kids but also beautiful lunch areas for adults. The food is great and the music is vibrant.

Best cocktail bar?

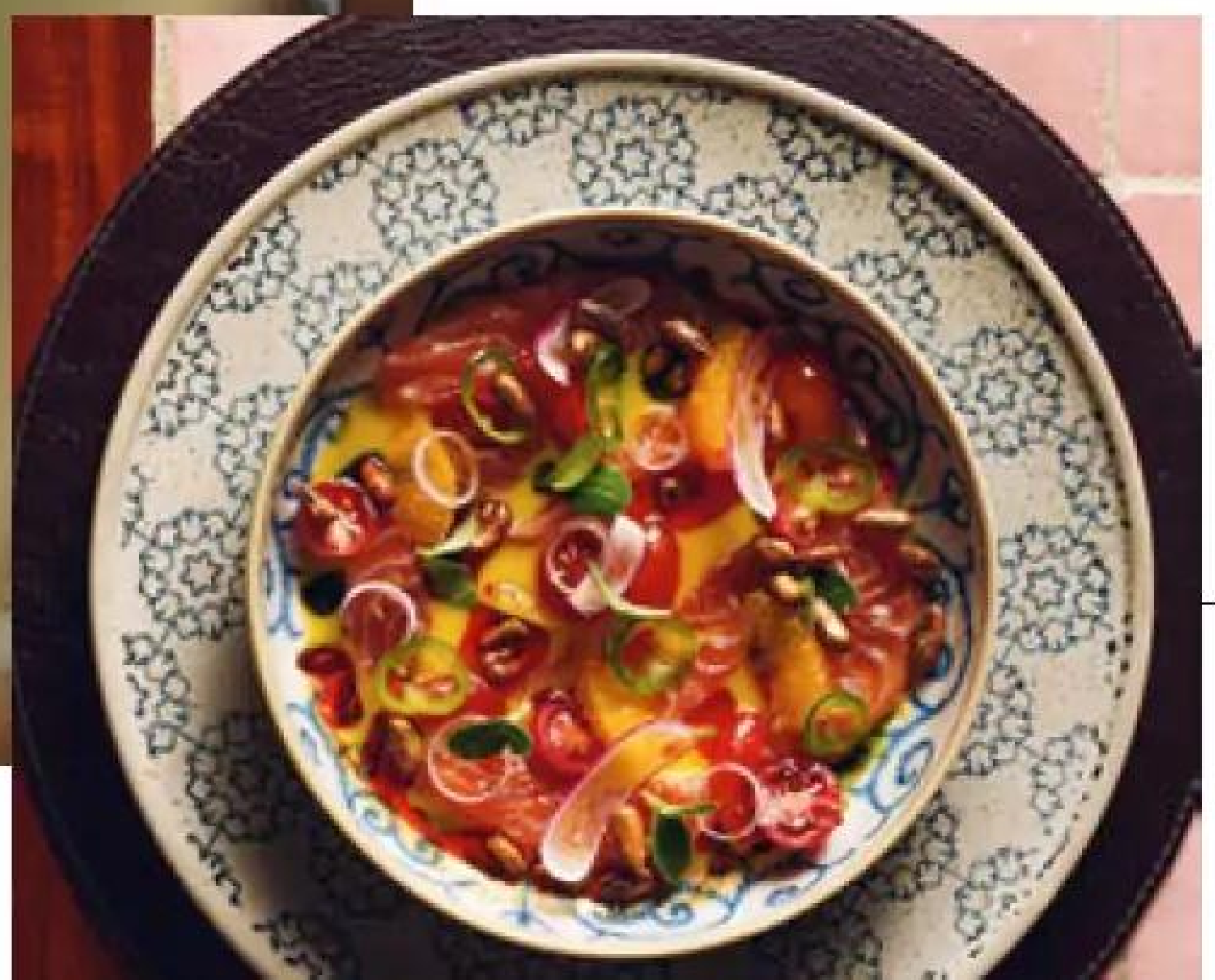
There's a new bar right next door to us called Paradiso in the marina district at the Five Hotel. It's been open for about a year. While I'm not typically one for cocktails, if I were to take my wife out, this would be the spot. I particularly enjoy their unique take on a negroni.

Favourite spot for a picnic?

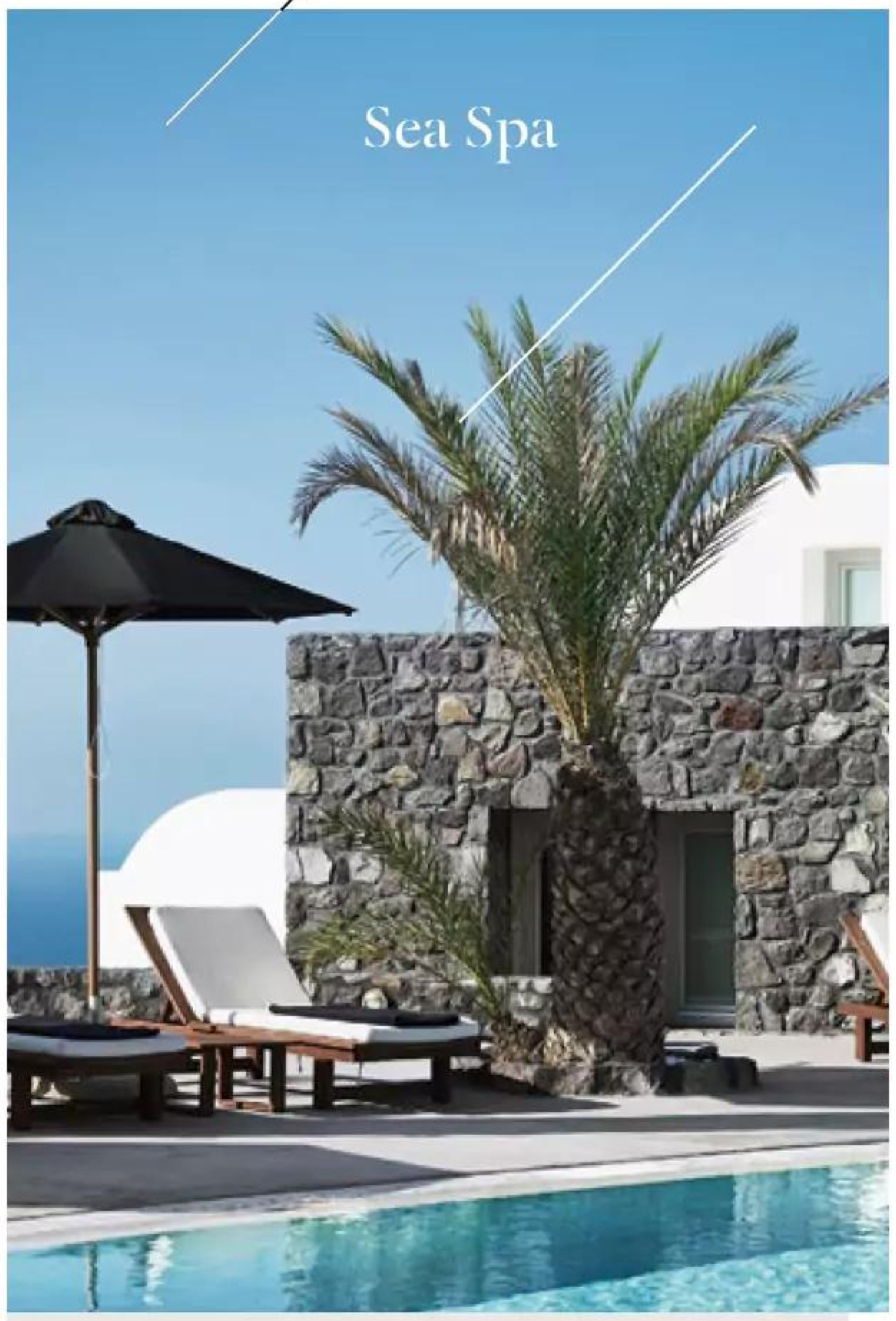
Al Qudra in the desert has beautiful lakes and it's a popular picnic spot. Each lake has a unique wildlife attraction. For instance, there's a lake inhabited by flamingos and another with koi. That's where I'd go for a nice, quiet picnic or barbecue.

If you had an afternoon to kill in Dubai?

Dubai always has new attractions popping up like the Dubai Frame or the Burj Khalifa. It's a bit old-fashioned but I like to take my friends and family to afternoon tea in the Skyview Lounge on the 27th floor of the Jumeirah Burj Al Arab. *ritzcarlton.com*



Pfister creates dishes from various global culinary traditions



Sea Spa

Anassa Spa at Santo Pure, Santorini

Where is it?

A couple of minutes' walk from the picturesque town of Oia, Santo Collection comprises two clifftop Santo Villas, a cluster of Santo Mine suites and a larger selection of elegant villas and suites at Santo Pure, the latter of which is home to an Anassa Spa.

Why the hype?

This oasis of Grecian calm is just a stone's throw from the peak-season crowds of Oia, which only enhances the serene atmosphere and sensorial treats.

What to have?

For all-over reinvigoration, go for the Sensorial Elements Experience, which encompasses a bespoke blend of aromatherapy oils and a full-body massage with deep exfoliation and all-over firming and hydrating. Alternatively, the Gua Sha Mud Massage uses a smooth-edged tool and thermal mud to improve circulation, relieve tension and tone the body. After the treatment, head to the hammam before slumping on a sun lounger next to the indoor pool with a rosemary tea and an acupressure ring on your finger.

Best by boat

Vlychada Marina on the south coast offers superyacht berthing; Santo's concierge service can arrange transfers to the resort. *santocollection.gr*

PHOTOGRAPHY: THE RITZ-CARLTON, DUBAI; SANTO PURE OIA SUITES & VILLAS

Itinerary

Sip, play and escape

Seven days of whisky and golf on Scotland's west coast on board 78-metre *Amaryllis*

For a superyacht charter experience that breaks away from the ordinary, why not explore Scotland's picture-perfect west coast islands? This hidden gem offers unspoiled natural beauty, rich history and abundant wildlife, providing a peaceful escape far from the crowds.

But what truly sets this itinerary apart is the opportunity to play on some of the world's best golf courses along the way, paired with the chance to savour some of Scotland's finest whisky. The rotational captains on 78.4-metre *Amaryllis* have successfully delivered this popular experience before and are eager to share it with charter guests once again.

Days One and Two

Begin your trip with some sightseeing in Glasgow, a vibrant port city with a rich history in trade and shipbuilding on the River Clyde in Scotland's western Lowlands. Glasgow's striking Victorian and art nouveau architecture perfectly complements the Belle Époque, art nouveau and art deco-inspired interiors of *Amaryllis*. Today, the city thrives as a cultural hub, home to world-class attractions such as Glasgow Cathedral, the Mitchell Library and Glasgow Science Centre. Visitors can immerse themselves in acclaimed museums, a dynamic music scene and the charming independent WEST brewery. For those eager to tee off right away, spectacular golf courses are within easy reach. Play a round at Loch Lomond or The Carrick to the north or enjoy a game at Mar Hall along the River Clyde before setting sail.

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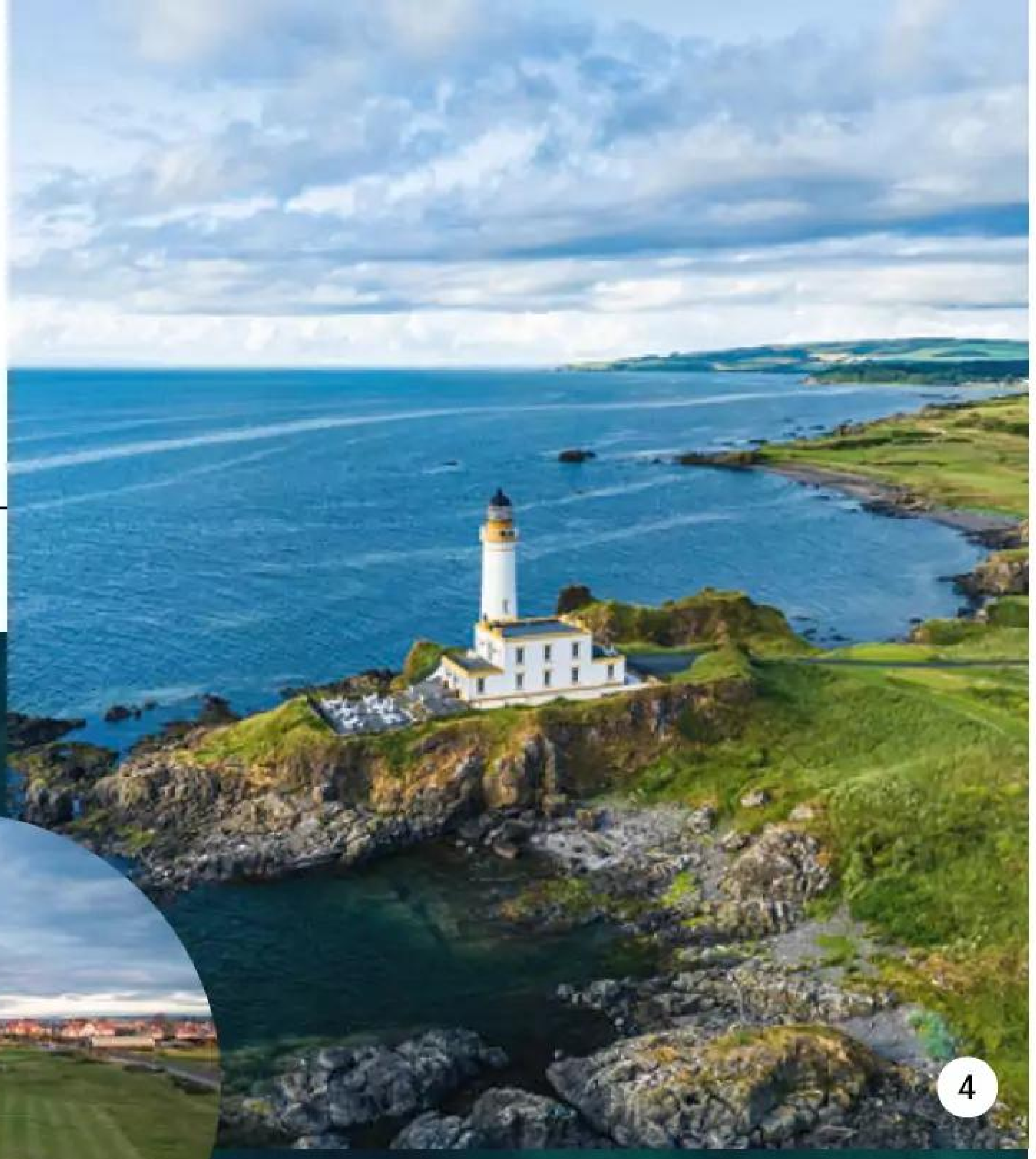


Days Three and Four

After departing Glasgow, *Amaryllis* will anchor in one of the scenic bays off Troon or Prestwick – a stretch of coastline that is a pilgrimage site for golf enthusiasts. Guests will have the opportunity to play at Royal Troon, one of the most challenging Open Championship courses, where the infamous Postage Stamp hole tests even the most skilled golfer. Nearby, Trump Turnberry offers a world-class golfing experience with its legendary Ailsa course, set against the dramatic backdrop of the Ayrshire coastline. The historic Prestwick Golf Club, the birthplace of The Open Championship, provides a rare chance to play where the world's oldest major tournament began in 1860. Additional options include Glasgow Gailes and Irvine Golf Club, both offering impeccable greens and panoramic ocean views.

Days Five and Six

As *Amaryllis* anchors off the historic port of Campbeltown, guests will find themselves in the heart of Scotland's whisky coast. Start the day with a tour and tasting at Springbank distillery, one of the oldest family-owned distilleries in Scotland. Producing whisky using traditional methods rarely seen elsewhere, Springbank is renowned for its complex and full-bodied spirits. Nearby, Glen Scotia distillery offers a contrasting style, known for its maritime-influenced single malts with hints of salt and sea spray. Glengyle distillery is also worth a visit, home to the limited-production Kilkerran whisky. Campbeltown is a golfer's dream, with Machrihanish Golf Club boasting one of the most famous opening holes in the world, where players must drive over the Atlantic Ocean onto the fairway.

Day Seven

Islay is the southernmost of the Inner Hebrides islands off the west coast of Scotland. Famed for its peaty single malts and rugged landscapes, Islay is a whisky lover's paradise, home to legendary distilleries such as Laphroaig, Lagavulin, Ardbeg and Bowmore. Beyond whisky, Islay is steeped in history and natural beauty. A visit to Loch Finlaggan, once the seat of the Lords of the Isles, offers a glimpse into Scotland's medieval past, with the remains of ancient settlements, prehistoric forts and intricately carved tombstones. For those drawn to the island's charming villages, Port Ellen and Port Charlotte each provide a taste of local life, with Port Ellen's scenic coastline a hotspot for birdwatching, home to everything from golden eagles to barnacle geese. Golf enthusiasts won't want to miss a round at The Machrie, a historic course founded in 1891.

PHOTOGRAPHY: ADOBE STOCK

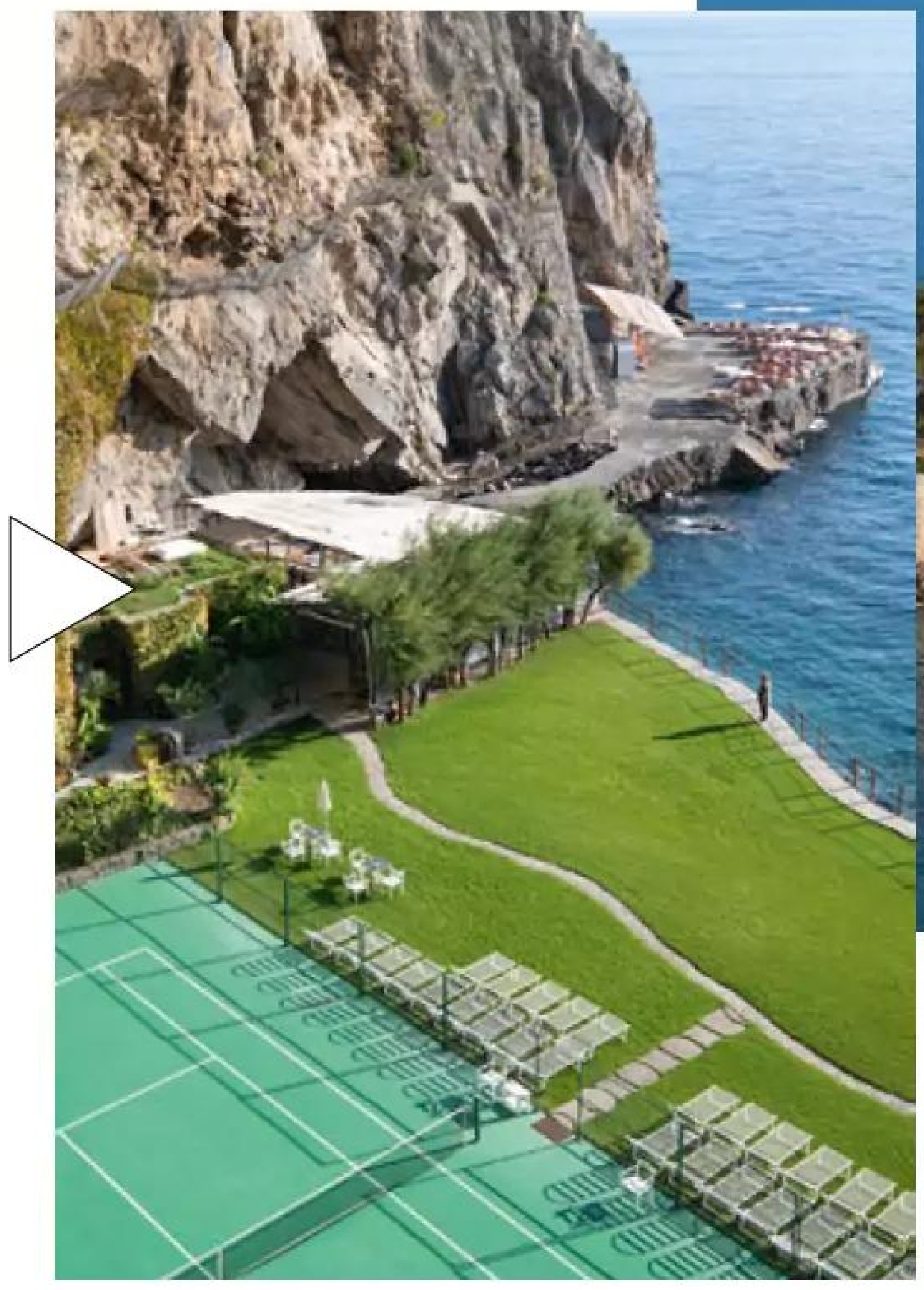
Amaryllis is available to charter through Hill Robinson from €770,000 per week, and is on sale through Moravia Yachting at €84 million

Voyage Edit

Best oceanfront tennis courts

IL SAN PIETRO, POSITANO, ITALY

Clinging to the cliffs near the beautiful town of Positano on the Amalfi Coast, Il San Pietro is an elegant oasis on Italy's most glamorous coastline. The hotel boasts Zass, a Michelin-starred restaurant which overlooks the sea, and a splendid tennis court with spectacular views of Positano. Superyachts visiting Positano Bay can deliver guests directly to the hotel's private beach, where they can reserve the court for a game on the cliffside. *ilsanpietro.com*



CAP ESTEL, ÈZE, FRANCE

Situated on a two-hectare private peninsula in Èze-Bord-de-Mer, Cap Estel is right on the waterfront and surrounded by lush gardens with pine trees, bougainvillea and fountains. Inside the neoclassical hotel, guests will find immaculate suites adorned with cream colour schemes and an intriguing art collection. The property also boasts a clifftop tennis court overlooking the Mediterranean. *capestel.com*

CHEVAL BLANC RANDHELI, MALDIVES

This Maldivian resort has taken tennis to the next level with its own private tennis island. Guests can tender from Randheli to the neighbouring tropical island of Maakurandhoo, where they will find two lagoon-front, floodlit US Open- and Paris Masters-standard courts. To up your game, lessons here are offered by a resident former ATP pro. *chevalblanc.com*

AMANZOE, GREECE

On the east coast of the Peloponnese peninsula in southern Greece, Amanzoe is just a short journey by car from the marina at Porto Heli, which can accommodate yachts up to 55 metres. The resort's private beach, backed by a private beach club, is a gentle bike ride away, but the property also has two tennis courts just metres from the cliffside, nestled among the cypress trees and olive groves. *aman.com*

By Georgia Boscawen

PHOTOGRAPHY: OLIVER FLY PHOTOGRAPHY; COURTESY OF AMAN; COURTESY OF IL SAN PIETRO DI POSITANO; COURTESY OF CAP ESTEL; ADOBE STOCK

FERRETTI 112 CUSTOM LINE 2002
6 cabin layout. Refit 2022
€3.690.000 VAT Paid
ddeligiannis@atalantamarine.com

FERRETTI 112 CUSTOM LINE 2006
Total Refreshment 2023, Castoldi Tender
€3.950.000 ex. VAT
skorais@atalantamarine.com

SUNSEEKER 82 2007
Refit 2021 - Full interior Refit 2022
€1.680.000 VAT Paid
skorais@atalantamarine.com

POSILLIPO 80 TECHNEMA 2004
Major refit 2023-2024
€1.250.000 VAT Paid
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NAUTOR SWAN 78 2020
Top condition, North Sails 3Di, Fully loaded
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ALFAMARINE 72 2007
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YACHT BROKERAGE & CHARTER

Hoek Design Classic Sloop 175'

ANNE

All maintenance and upgrades completed, ready for your inspection visit in Palma de Mallorca! s/y ANNE, formerly known as Erica XII, stands as a testament to bespoke craftsmanship and maritime excellence.

Built at the renowned Vitters shipyard in the Netherlands in 2009 s/y ANNE embodies a blend of pedigree construction and cutting-edge design.
The yacht's exterior and naval architecture were Inspired by the success of the ketch Adele built in 2006, meticulously executed by Hoek Design. s/y ANNE offers a luxurious retreat with an interior styled by Redman Whitely Dixon of the UK.

With her 15 year ABS (private) class compliance and recent updates including new teak decks and refurbished varnish, 2 new head sails, engine room overhaul, rig removal and full service, new outboard engines for the tender, the yacht has undergone meticulous maintenance and is in impeccable condition, supported by recent surveys.

Having circumnavigated the globe, s/y ANNE is a proven world explorer, ready to embark on her next adventure.

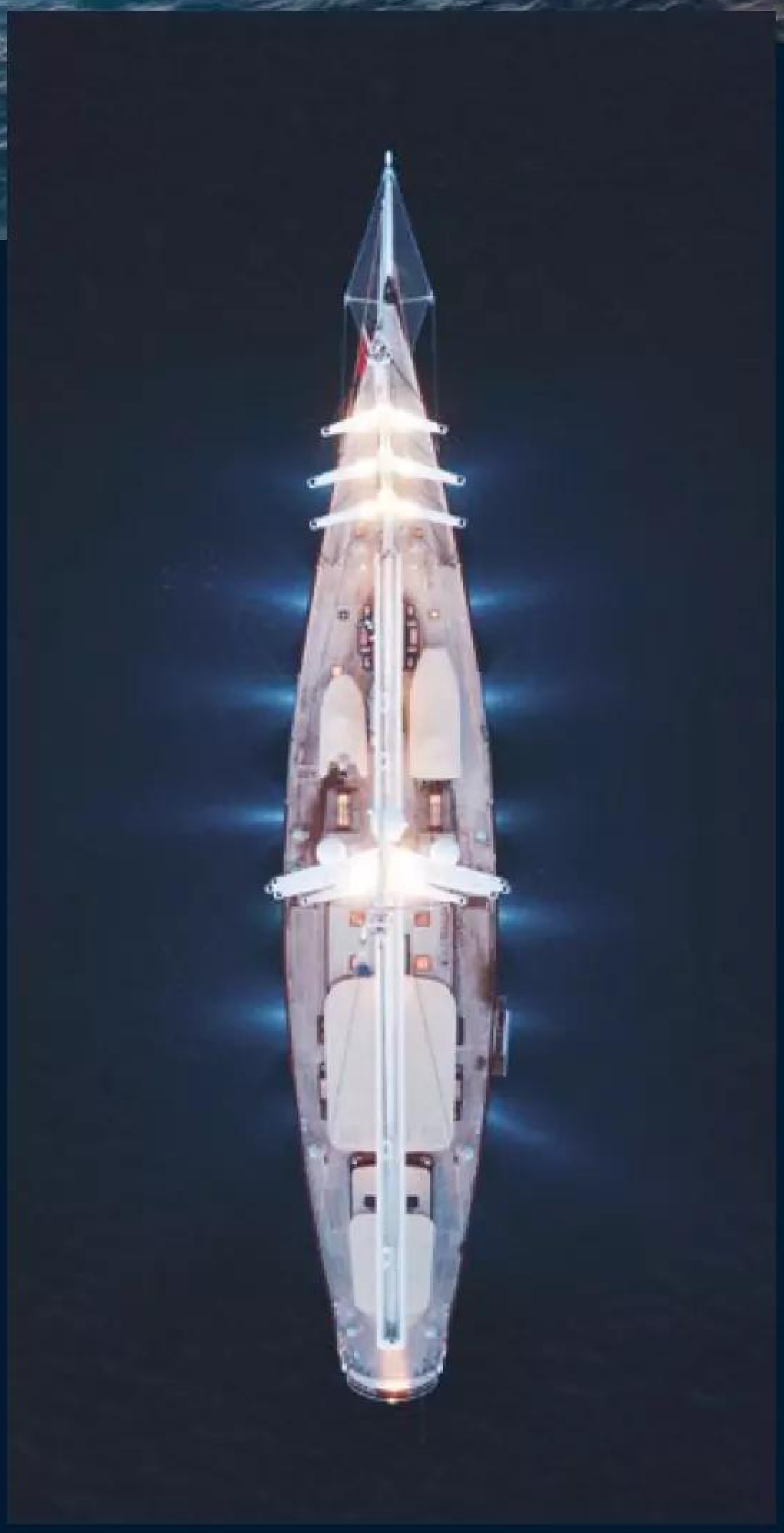
For more information please contact Pieter van der Weide: +31-653 612 691

info@hoekbrokerage.com +31 299 315 506 www.hoekbrokerage.com

NEW CA

ATHOS

64m › 210′ › HOLLAND JACHTBOUW › 2010/2025



A Stunning Modern Classic

ATHOS, the world's largest two-masted schooner at 64M/210′, is an icon of sailing excellence. Having circumnavigated the world twice, she is built for global cruising. Extensively refitted at Royal Huisman in 2022 and upgraded in 2025 with new engines, generators, and thrusters, ATHOS delivers peak performance and reliability. Her advanced carbon rigging and Dynamic Positioning System—rarely found on sailing yachts—ensure precision sailing. Designed for luxury and comfort, her exquisite interior accommodates 10 guests in five staterooms, including a Master Suite with a private office and cockpit. With MCA compliance and a proven charter record, ATHOS is more than a yacht—she's a statement of innovation, craftsmanship, and adventure.

TWO EXTENSIVE TECHNICAL & AESTHETIC REFITS OVER THE PAST 3 YEARS.

ASKING PRICE: € 43,000,000*
TIM.LANGMEAD@FRASERYACHTS.COM
+44 75 5752 4218

FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

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UTOPIA IV
63m › 206′ › ROSSINAVI › 2018/2022
$ 44,000,000 › US DUTY PAID
JOSHG@FRASERYACHTS.COM
LON.MCCLOSKEY@FRASERYACHTS.COM

QUEEN MAVIA

QUEEN MAVIA
62m › 203′ › OCEANCO › 2001/2020
€ 34,900,000
DENNISF@FRASERYACHTS.COM
+377 93 100 450

X
43m › 140′ › SANLORENZO › 2016
P.O.A.
ALAIN.AUVARE@FRASERYACHTS.COM
+377 93 100 450

KASIF
42m › 137′ › BILGIN YACHTS › 2023
€ 19,500,000*
JJ.MINNEMA@FRASERYACHTS.COM
JOSHG@FRASERYACHTS.COM

LA LUNA
34m › 112′ › SANLORENZO › 2021
$ 11,950,000*
ALEX.KRIK@FRASERYACHTS.COM
JOSHG@FRASERYACHTS.COM

LADY HERTHA
26m › 86′ › YARROW & CO › 1935/2024
€ 3,950,000
TIM.LANGMEAD@FRASERYACHTS.COM
+44 203 66 78 870 LONDON

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FRASERYACHTS.COM

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BRAVADO
45m › 147′ › ABEKING & RASMUSSEN › 2004/2024
€ 16,500,000* › VAT PAID
ANTOINE.LARRICQ@FRASERYACHTS.COM
+33 6 78 63 61 72 MONACO

A pedigree build blending elegance and functionality. Accommodates 12 guests and 11 crew, with regular refits and upgrades by the same owner since 2015. Twin MTU engines provide a 3,500 nm range, proven world cruising yacht. Lloyd's commercial and under 500 GT.

ZEXPLORER
41m › 133′ › NEWCASTLE MARINE › 2013/2022
$ 14,450,000 › US DUTY PAID
ANTOINE.LARRICQ@FRASERYACHTS.COM +33 6 78 63 61 72
GEORGESB@FRASERYACHTS.COM +1 305 491 2211

Ice-strengthened luxury superyacht with major refit in 2022. Accommodates 12 guests and 7/8 crew. Explore remote regions in comfort and style. Twin CAT engines, Quantum stabilizers, and built to ABS standards for commercial use. Under 500GT.

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EXHIBITING AT THE PALMA BOAT SHOW

ELYSIUM I IS AN IMMACULATE EXAMPLE OF THE ACCLAIMED DOLCEVITA MODEL FROM THE RENOWNED RIVA SHIPYARD. THIS 110' (34M) YACHT BOASTS RIVA'S SLEEK DESIGN AND POWERFUL PERFORMANCE.

ELYSIUM I I 33.53m Riva I 2019 I Palma de Mallorca I €10,990,000 (VAT not paid)
Tom Barnes I +33 620 18 17 34 I tom@bluewateryachting.com

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THE LEGENDARY RIVA BOATYARD WAS ESTABLISHED IN 1842 ON LAKE ISEO IN SARNICO, ITALY. THE ICONIC RIVA 100' CORSARO IS AN ADVENTURE IN PERFECTION. CORSARO – THE CORSAIR – IS MUCH MORE THAN JUST A NAME.

MAXIMUS I 30m Riva I 2021 I South of France I €8,500,000 (VAT not paid)
Irina Blagodyr I +33 620 16 40 56 I irina@bluewateryachting.com

bluewater

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for Sale & Charter

257′/78m A&R 2011 **AMARYLLIS***

236′/72m Tankoa 2018/2023 **CASINO ROYALE***

for Sale & Charter

197′/60m Lurssen 2010/2024 **BELLA VITA***

190′/58m A&R 2007/2023 **AMARAL***

for Sale & Charter

173′/53m Oceanco 2000/2024 **FRIENDSHIP***

for Sale & Charter

171′/52m Amels 2004/2024 **NITA K II***

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for Sale
NEW CENTRAL

164′/50m Benetti 2022 **IRYNA II***

154′/47 Wider 2016/2023 **BARTALI***

for Sale & Charter
NEW CENTRAL

141′/43m CRN 2001/2024 **TITIAN PEARL***

for Sale
NEW CENTRAL

115′/35m Horizon 2019 **ADAGIO**

111′/34m Sanlorenzo SP110 2022 **ANMAX***

for Sale & Charter

(2) 100′/30m Hatteras 2003 & 2005

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221′/68m Icon 2010/2020 **LOON***

for Sale & Charter

208′/64m Benetti 2006 **LIONESS V***

for Sale

NEW CENTRAL

182′/55.5m Damen 2020 **GENE CHASER***

for Sale

180′/55m Amels 2013 **GENE MACHINE***

for Sale & Charter

164′/50m Proteksan 2002/2022 **MOSAIQUE***

for Sale & Charter

154′/47m Dunya 2024 **KING BENJI***

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for Sale & Charter

138′/42m Richmond 2004/2023 **MISS STEPHANIE**

for Sale & Charter

131′/40m Sunseeker 2010/2023 **ABOUT TIME***

for Sale & Charter

121′/37m Benetti 2013 **NAMASTE**

for Sale

95′/28m Sunseeker 2018 **KARILLIAN & CO.**

for Sale

95′/29m Intermarine 2001/2024 **CARPE DIEM**

for Sale & Charter

90′/27m Riva Argo 2019 **BEYOND BEYOND**

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LIONESS V

For Sale | 63.50m (208' 4") | Benetti | 2006 | €45,000,000

Alex Lees-Buckley | +33 6 11 50 07 16 aleesbuckley@camperandnicholsons.com

ATTITUDE

For Sale | 40.60m (133') | Baglietto | 2022 | €23,500,000

Fernando Nicholson | +1 305 776 3096 fnicholson@camperandnicholsons.com

Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

ON DISPLAY AT PALMA YACHT SHOW

IEMANJA

For Sale | 32.07m (105' 3") | C.N. de Biot | 1989 (2018) | €1,750,000

Fernando Nicholson | +1 305 776 3096 fnicholson@camperandnicholsons.com

Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

TAKU

For Sale | Riva | 33.53m (110') | 2024 | €13,800,000

Della Pearce | +65 9388 8745 dpearce@camperandnicholsons.com

HH

For Sale | 33.04m (108' 4") | Sanlorenzo | 2023 | €10,500,000

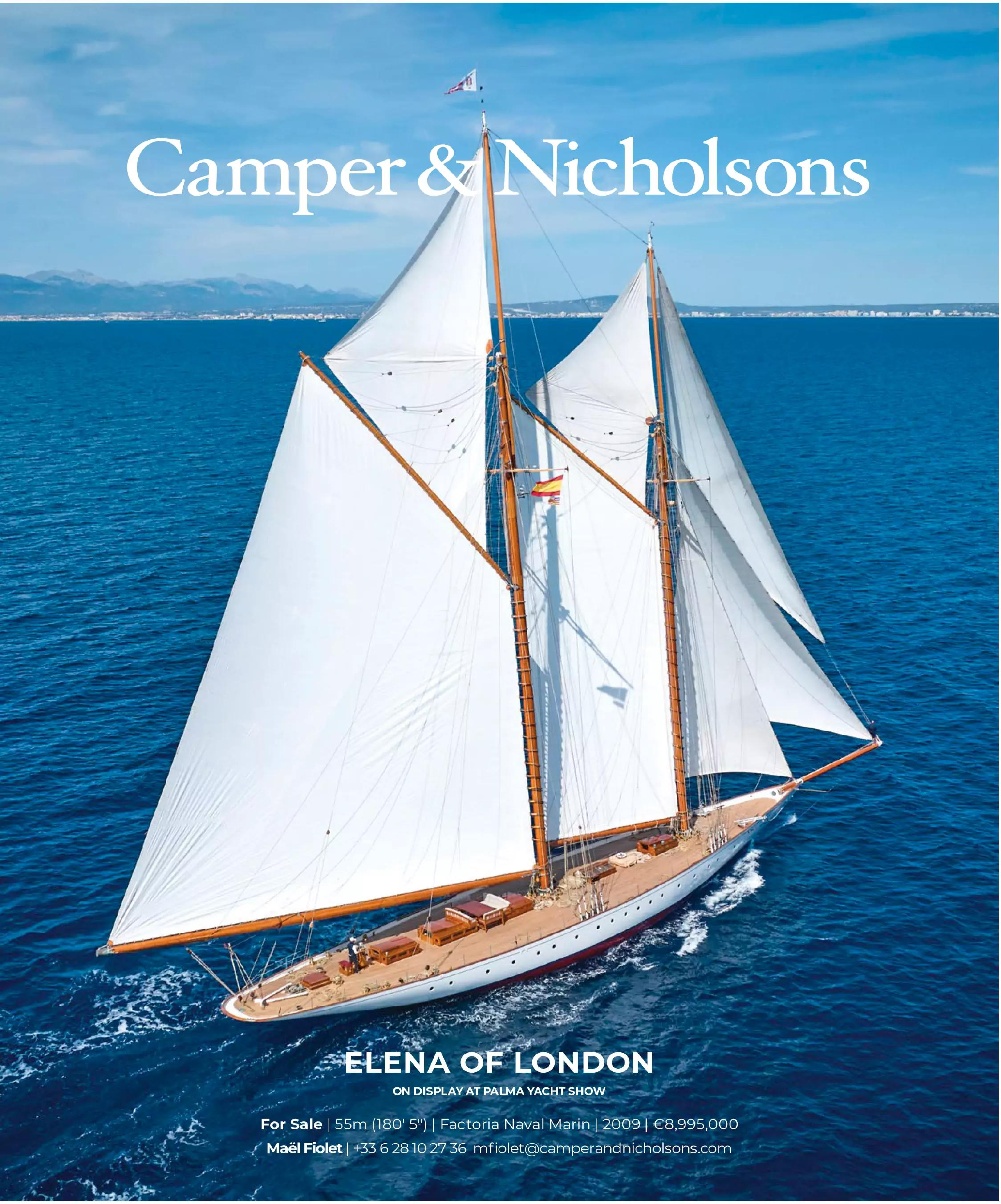
Maël Fiolet | +33 6 28 10 27 36 mfiolet@camperandnicholsons.com

ON DISPLAY AT PALMA YACHT SHOW

BELLE ILE

For Sale | 28.43m (93') | Custom Line | 2023 | €9,438,000

Carmen Lau | +852 6200 2079 clau@camperandnicholsons.com



Camper & Nicholsons

ELENA OF LONDON

ON DISPLAY AT PALMA YACHT SHOW

For Sale | 55m (180' 5") | Factoria Naval Marin | 2009 | €8,995,000

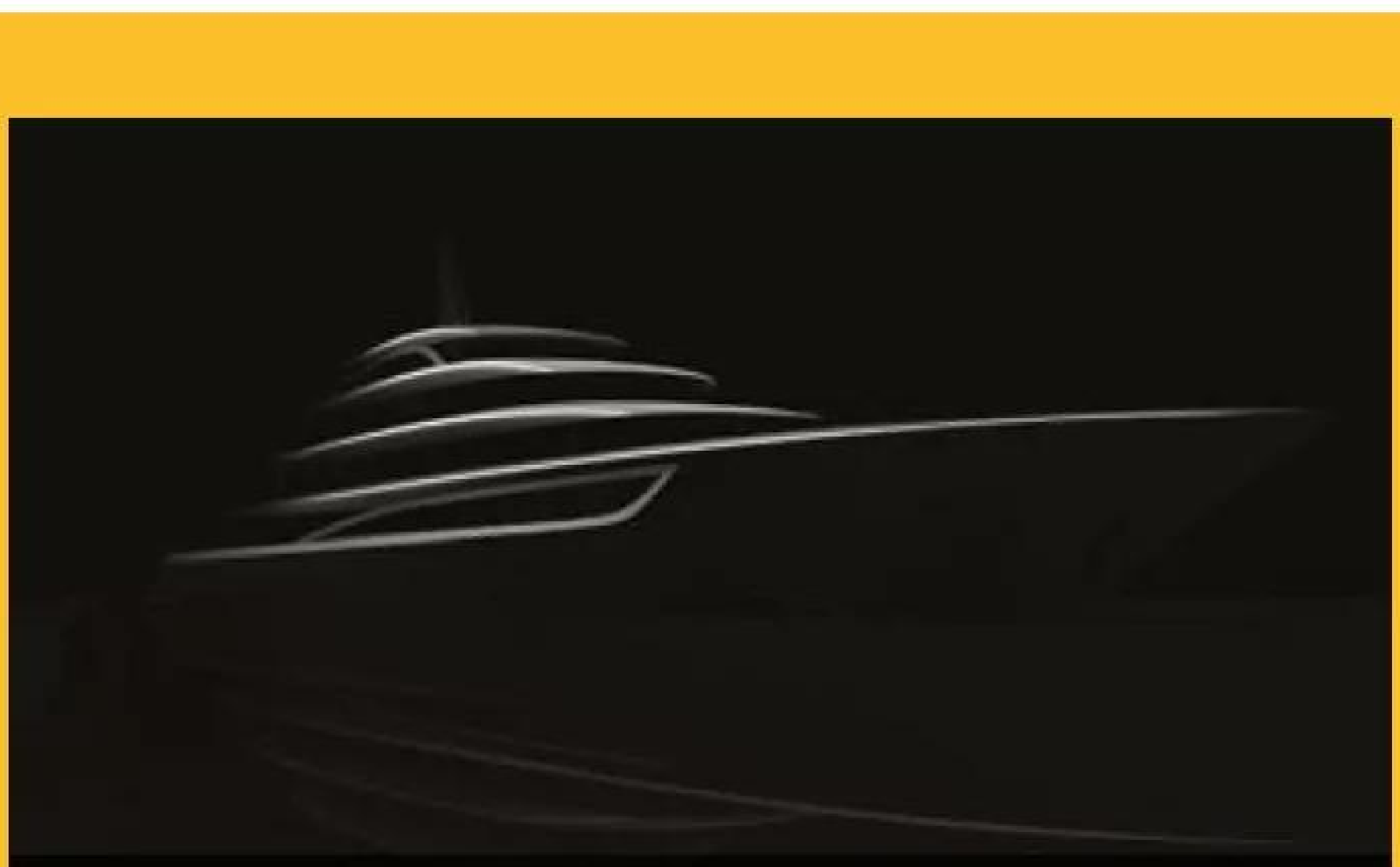
Maël Fiolet | +33 6 28 10 27 36 mfiolet@camperandnicholsons.com

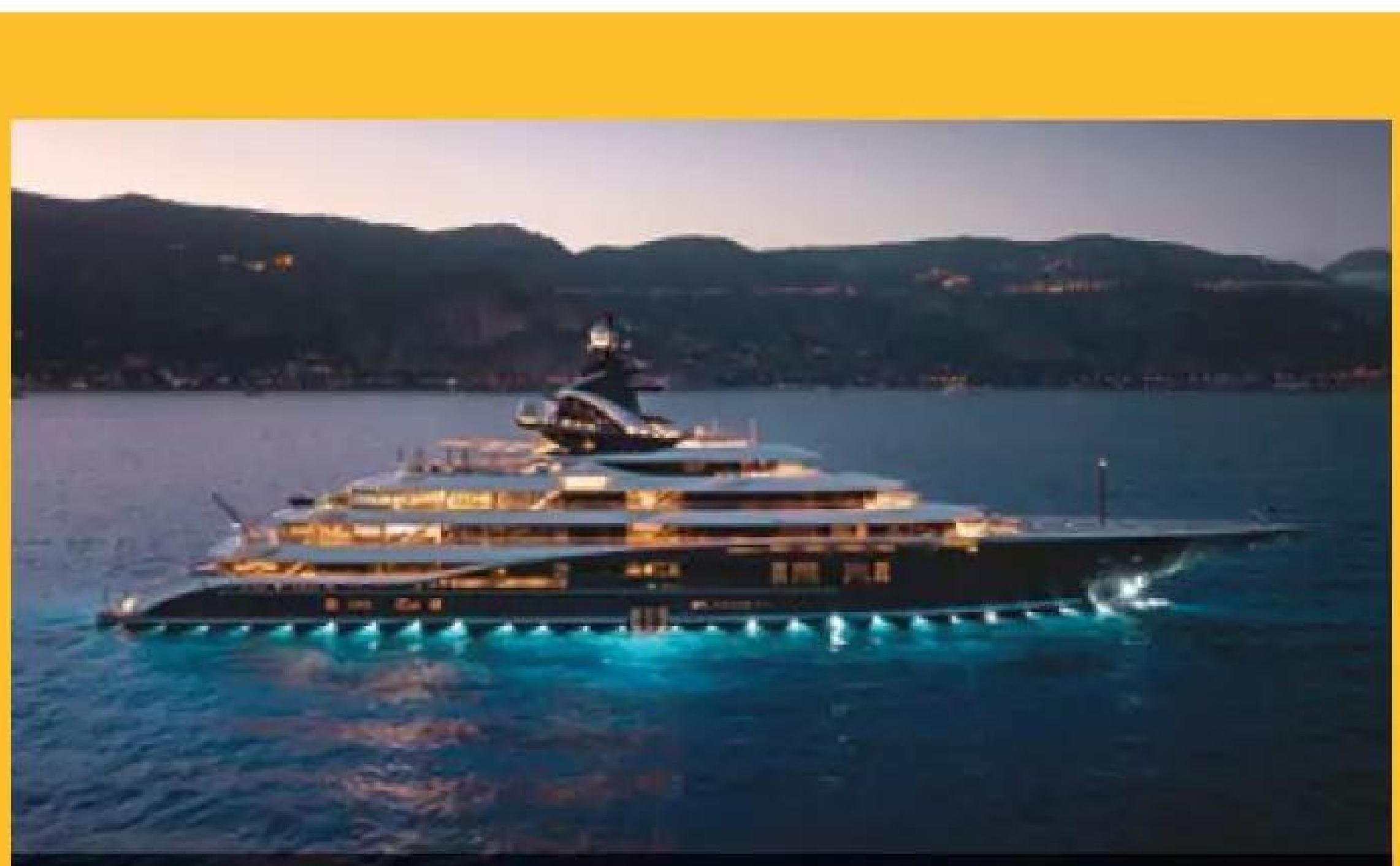
MORAN
YACHT & SHIP

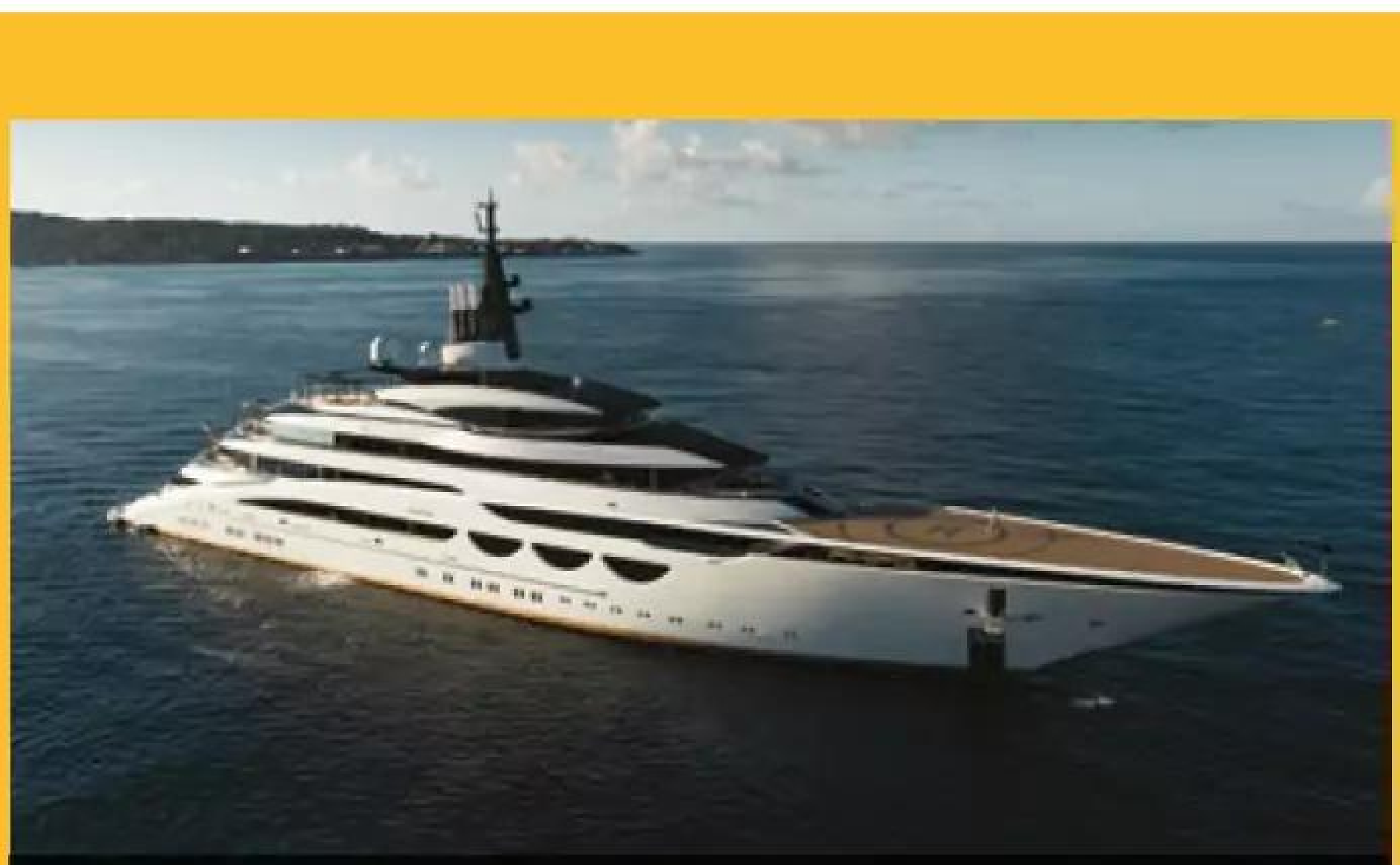
TASIA **158’ (48m) Feadship | FOR SALE**

The 158’ Feadship TASIA (formerly GITANA) is offered for sale in turnkey condition following a comprehensive refit finishing in 2024. The extensive work includes new paint, an engineering overhaul, and a complete interior refit, making her truly ready for immediate enjoyment.

MORANYACHTS.COM | SALES@MORANYACHTS.COM | +1 954.768.0707


401’ (122.5M) LURSSEN | OMEGA *UNDER CONSTRUCTION


400’ (122M) LURSSEN | KISMET *DELIVERED


377’ (115M) LURSSEN | AHPO *DELIVERED

350’ (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337’ (103M) LURSSEN | JASSJ *UNDER CONSTRUCTION

311’ (95M) LURSSEN | CC-SUMMER *FOR CHARTER

295’ (90M) LURSSEN | PHOENIX II *DELIVERED

223’ (68M) CRN | PROJECT 146 *UNDER CONSTRUCTION

219’ (67M) CRN | AMOR A VIDA *UNDER CONSTRUCTION

201’ (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

197’ (60M) AMELS | MEMORIES *FOR CHARTER

196’ (60M) AMELS | ENTOURAGE *FOR CHARTER

163’ (50M) MANGUSTA | FELICITÀ *FOR SALE

151’ (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

131’ (40M) FEADSHIP | LADY SANDALS *FOR SALE

118’ (36M) AB YACHTS | FIVE WAVES *FOR SALE

109’ (33.3M) MANGUSTA | MYSTERE *FOR SALE

93’ (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

* Not offered for sale or charter to U.S. residents while in U.S. waters

Bernard Gallay
Yacht Brokerage

Swan 108
FANCY

Photos © Eva-Stina Kjellman

2023. **This innovative hull is the result of precision work, quality and attention to detail, offering outstanding performance, elegant design and luxurious comfort.**

She has been designed and engineered for high-speed sailing in all wind and sea conditions. She offers all her guests breath-taking sensations in comfortable and safe conditions. FANCY can accommodate up to 9 people in a Master suite, a VIP cabin and 2 double cabins (one featuring an additional pullman bed). On deck, FANCY has an exceptional swimming platform, as well as spacious relaxation and dining areas, that are both elegant and designed to maintain a high standard of service.

Palma International Boat Show 2025

Wally 107 SPIRIT OF MALOUEN X

2012. Designed by Judel Vrolijk and built at Green Marine in the UK, as the first Wallycento HAMILTON, the yacht was extended by 7 feet to improve her performance.

She has since been constantly upgraded to excel both in Mediterranean cruising and competitive racing, whether inshore on the Maxi Circuit or in offshore events like the Middle Sea Race and the RORC600 in the Caribbean. Notably, she claimed victory in the Maxi Class at Les Voiles de St Tropez in 2022.

Palma International Boat Show 2025

Maxi Dolphin 100 NOMAD IV

2013. Refit 2024. Having won the Showboats Design Award in 2014, NOMAD IV is a fantastic sailing yacht that functions superbly for either racing or cruising with a short-handed crew. Built entirely out of carbon by Maxi Dolphin in Italy, she was designed by the well-known architects Finot-Conq-De Premorel and has sailed around the world including the Antarctic. NOMAD IV is a 100ft extrapolation of the Vendee Globe Imoca 60 and has won the gold medal in the RORC Transatlantic in 2015.

95ft Marcelo Penna Design FREE AT LAST

2001. Rebuilt 2024/25 in progress. Her interior and exterior reflect a sense of comfort and performance.

Boarding her brings you directly to her delightful teak deck, featuring U-shaped sofas and two large steering wheels at the stern. Ideal for cruising, or for chartering as well as for regattas, the space is expansive enough for dining al fresco with a relaxed atmosphere. She boasts a large open space within the interior deck house, that leads forward to the 2 guest cabins and the owner's cabin, and aft to the galley and crew accommodation.

79ft Performance Cruising Sloop WHIMSY

2005. Philippe Briand design built in composite carbon by Vaudrey Miller – NZ.

Every detail speaks of quality and perfection. She combines striking and sleek lines with the elegant and timeless Franck Darnet interior. Her performance and sensitivity mark her out as a racing yacht but her spacious cockpit and social living area balance her out into a true blue-water cruiser. She is in exceptional condition and will turn heads wherever she goes.

Palma International Boat Show 2025

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paris@bernard-gallay.com
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nicolas.marchand@bernard-gallay.com

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131ft J Class Replica
RAINBOW

2012. Major Refit 2022/2024. RAINBOW, the spectacular J, multiple award-winning J Class yacht, was based on William Starling Burgess' original Rainbow, winner of the America's Cup in 1934.

Her impressive track record, eco-consciousness, and technique, as also her luxury comfort and style make her one of a kind within J Class. Whether RAINBOW is used for racing or cruising; sailing with her is always an unforgettable experience!

The aluminium hull meets all the requirements of Lloyds Register, MCA Classification and the J Class Association.

Palma International Boat Show 2025

125ft Nicolini CHEETAH MOON

1986. Refit 2012 & 20. CHEETAH MOON is a 38m Steel/Aluminium Displacement Motor Yacht built by the famous Cantiere Navale Nicolini.

5 cabins accommodate 10 guests with 7 crew. She is in excellent condition and continuously maintained to a very high level. In 2012, new engines CAT C32 and 2x Kohler 80kW generators were installed.

Mondomarine 120 PAULA III

1994. Refit 2021 & 22. PAULA III can accommodate up to 12 guests in 5 cabins. This yacht features an interior design imagined by the architect Aldo Cichero.

She was initially named FAUCHON, then BEYOND THE SEA, OCEAN GLASS and now PAULA III. She has a variety of luxurious living spaces attractively arranged to create a warm and welcoming atmosphere on board, therefore making her the perfect luxury yacht to cruise with friends and family or for the charter market. In 2022, she was chartered 52 days, which is exceptional.

130ft ONYX 2

1990. ONYX 2 offers amazing space and comfort for those onboard to cruise anywhere in the world. She is seaworthy, well-built and well-equipped. She accommodates up to 12 guests in 6 cabins and 7 crew in 3 cabins. She further features an impressive deck house which offers an incomparable interior space. Her draft of only 3.5 m allows her to access most anchorages. She is equipped with a great 600 HP Deutz main engine rebuilt in 2022 and 2 new 250 HP Volvo auxiliary engines.

104ft Trehard Sloop ASAHI

1998 – Refit 2019. Designed by Jacques Fauroux and built for an experienced yachtsman, she was destined from the beginning to be a top-notch performer on the water and in the charter market.

She is reportedly the only sailing yacht that has 4 Owner/Guest staterooms that convert from 8 single beds to 4 king-sized beds. Additionally, the two forward staterooms can be combined into a spacious master suite, featuring a centre-line king bed and separate his-and-her bathrooms.

ITALY
andrea.caracci@bernard-gallay.com

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FOR SALE

SOKNY

37m (121ft)

NEW HULL AND SUPERSTRUCTURE PAINT FOR 2025

SOKNY

37m (121ft)

2022 CUSTOM LINE NAVETTA 37

€16,750,000 (VAT paid)

GUEST **11**
CABINS **5**
CREW BERTHS **7**

LOCATION **South of France**
BEAM **8m / 26.3ft**
DRAFT **2.27m / 7.5 ft**

MAX SPEED **15.5kn**
CRUISING SPEED **12 kn**
RANGE @10KN **3.000 nm**

ENGINES **2 x MAN 1.400hp**
ENGINE HOURS **980 hrs**
ARCHITECT **Studio Zuccon**

KARMA YACHTING

Karin Paggi +39 347 9109201
Mario Cicognani +39 339 2237238

Karma Yachting S.r.l. Via Alfonso Giangi, 31
47891 Dogana (RSM)

info@karmayachting.com

SUNSEEKER 95 YACHT

AMOUR I

£4,995,000 Ex. Tax | 2018

Listing broker: Veysel Karagoz veyselkaragoz@sunseekerturkey.com +90 532 154 10 10

SUNSEEKER 88 YACHT

LOKI

£4,995,000 Ex. Tax | 2022
Listing broker: Richard Tilley
richard@sunseekerlondon.com +44 (0) 778 534 7116

SUNSEEKER 86 YACHT

EJ 1

£3,095,000 Tax Paid | 2015
Listing Broker: Andrew Thomas
andrew@sunseeker-mallorca.es +34 (0) 639 777 413

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IMPERIAL SEA
MARINE

Imperial Sea Marine Limited | Exclusive for sale

Heesen 150.9 ft. (46m)

2003 | Aluminum | 5 cabins
€ 10.750.000 VAT Paid

Custom built by Heesen to ABS class at its Oss shipyard in the Netherlands. Constructed with an aluminum hull & superstructure and designed by Omega Architects, she was delivered in 2003 with her interior designed by Frank Laupman.

info@imperialseamarine.com

PROJECT FUN

FEADSHIP | 2026 | 50M / 162'5"
10 GUESTS | **€65,000,000 EUR** (PRICE EXC. VAT)

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Y8 | PEREGRIN

€2,100,000 | Palma de Mallorca

2015 splash, lines from Luca Brenta, light displacement carbon bluewater cruising yacht commissioned by Michael Schmidt for his own use. Perfect for oceans, immaculate good shape, epic hull livery, and fully prepared for the 2025 season.

SPAIN | 00 34 639 701 234 | brokers@berthon.co.uk

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150+
YACHTS FOR SALE

2,500+
HAPPY CLIENTS

55%
REPEAT BUSINESS

1877 MDCCCLXXVII
YACHTING SINCE

HOEK 82’ | SWEET EMOTION

€1,200,000 | Valencia

Holland Yachtbouw and the design magician in 2002. 2023 saw new decks, paint, full rig refresh, mechanical and interior refurbishment and more. She looks and is amazing. Of course, the sailing is sublime.

UK | 00 44 (0)1590 679222 | brokers@berthon.co.uk

BESTEVAER 66’ | ANABEL

€1,200,000 + VAT | Canaries

Dykstra in 2014 for high and low latitude sailing as well as all other points between. Her condition shows no evidence of the nautical miles beneath her keel. Recent standing rigging, the Swiss Army Knife of bluewater cruising yachts.

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FPB 83’ | WIND HORSE

US $3,300,000 | Beaufort, North Carolina

Hatched 2003, the first of the extraordinary 18 hulled series of FPBs from Steve and Linda Dashew, WIND HORSE is the stuff of which legends are made. The Dashews put 60,000 trouble free nautical miles beneath her keel, and she is now ready for more.

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FLEMING 58’ | SARAH BELLE III

€2,200,000 | Valencia

#003 of this outstanding series with full width mid-cabin for her owners, twin 800hp MANs and a very full widget list for either Mediterranean or Northern waters use. From 2014, beautifully detailed, she’s the business.

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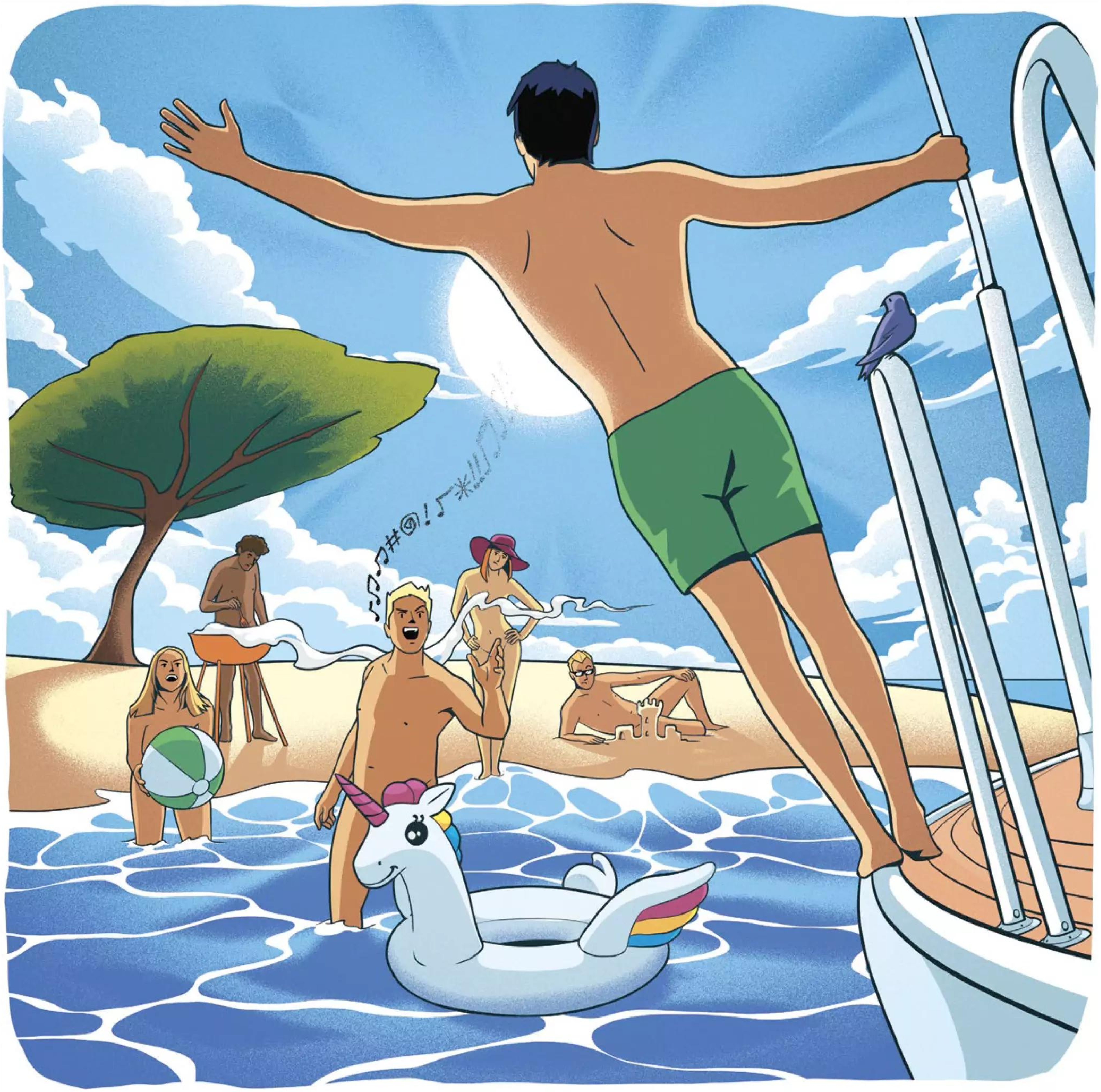

“A nudist sung an expletive-laden song at us while stark naked”

One of the joys of owning a superyacht in Greece is the ability to hop from beach to beach with ease. On one recent occasion, however, we dropped anchor on a sandy shore in Paros only to discover that we were the only people there wearing any form of clothing. It turned out to be a nudist beach, and one local participant gently encouraged us to seek an alternative location by singing an expletive-laden song at us while stark naked! Needless to say, we beat a hasty retreat...

As told to Charlotte Hogarth-Jones. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com

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